tember, 1955 50 cents

PACIFIC FISHERMAN

Fleet Cuts Tuna Price $40 . . . p11

Salmon Science Scores p16

P. 16 21 25 27 33

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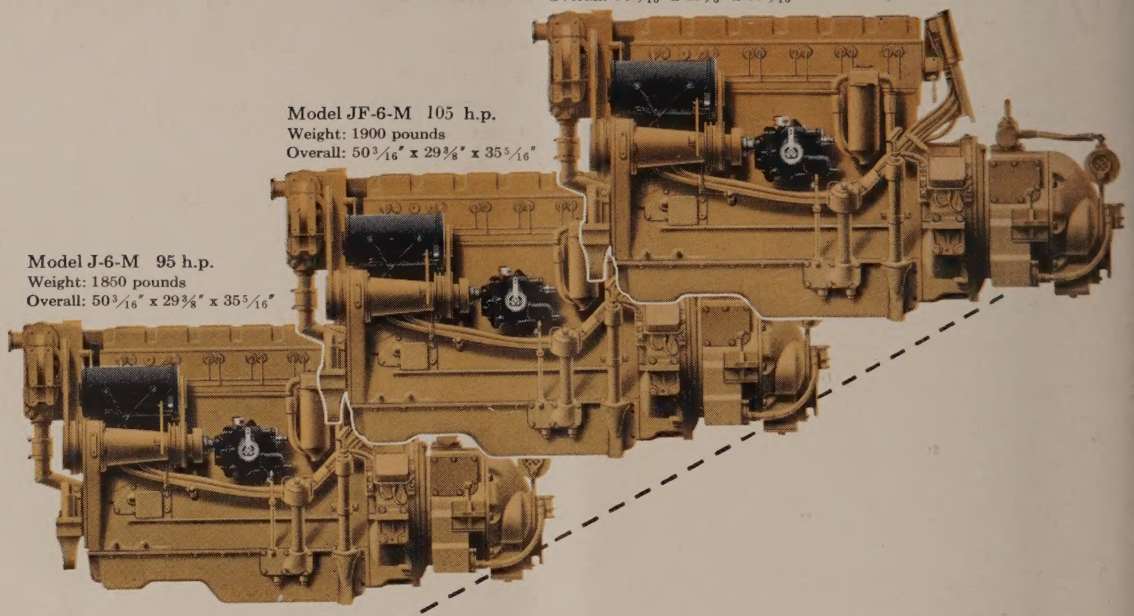
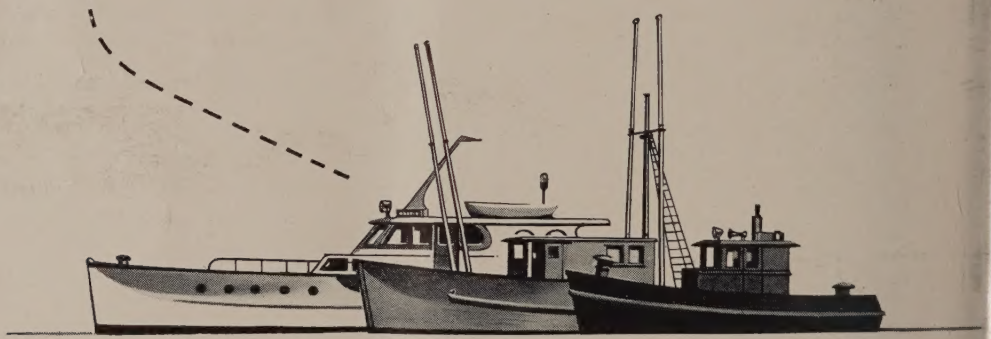
Hands and the Hook—A tuna clipper fisherman ties a "squid", the lure on which most tuna are caught.


Model JN-6-M 125 h.p.
Weight: 1955 pounds
Overall: 50 3/16" x 29 3/8" x 35 5/16"
Model JF-6-M 105 h.p.
Weight: 1900 pounds
Overall: 50 3/16" x 29 3/8" x 35 5/16"
Model J-6-M 95 h.p.
Weight: 1850 pounds
Overall: 50 3/16" x 29 3/8" x 35 5/16"

3 light, compact, Cummins marine diesels



Check the specifications on these three new diesels for fishing boats and other commercial or pleasure craft. See if one won't give you the power you need—in less space and with less weight!

The Cummins name tells you all three are rugged . . . dependable . . . economical. All run on inexpensive No. 2 diesel fuel. All have the exclusive PT fuel system—simpler to understand and work with than gasoline carburetion and ignition . . . so trouble-free that maintenance costs are negligible.

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Aberdeen	Kenney's Cummins Diesel Service	391

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A MILLER FREEMAN PUBLICATION

Martin's Monument

● Clarence D. Martin died the other day. For eight years he was governor of the State of Washington — a good governor, if not a great one, for the state is richer and better for things which he did, or with his support helped others to do.

It was characteristic of the man to encourage others in accomplishment.

Clarence Martin has his monuments, and none prouder than the successfully-functioning Sockeye treaty between the United States and Canada, with its endless latent opportunity for resource development and contribution to the economy of British Columbia and Washington.

Too few recognize the Sockeye treaty as a Martin monument. Too few remember the part he played in bringing it about.

His predecessor, Roland Hartley, blocked the treaty and made a political issue of it. Hartley was defeated at the next primary; and Clarence Martin, espousing the treaty in his campaign, was elected.

True to his promise, he moved to bring the treaty into effect. He asked Miller Freeman, publisher of *Pacific Fisherman*, to undertake a campaign for the ratification of the treaty—and gave him full authority to speak and write in the governor's name, and with his full backing.

By this action of Governor Martin's, the campaign he made possible, and the amendments proposed in his name, the Sockeye treaty was given life, and the great work under it begun.

Today the two nations, and the State, are considering possible expansion of that treaty to include a study of the Pink salmon resource of waters adjacent to the international boundary, and how the two nations working together can contribute best to the conservation and development of the Pink species as well as the Sockeye.

Clarence Martin was a man of the wheat lands, but in today's revived resource and expanded salmon industry, in a fishery future rich with entrancing possibilities, is his brightest monument.

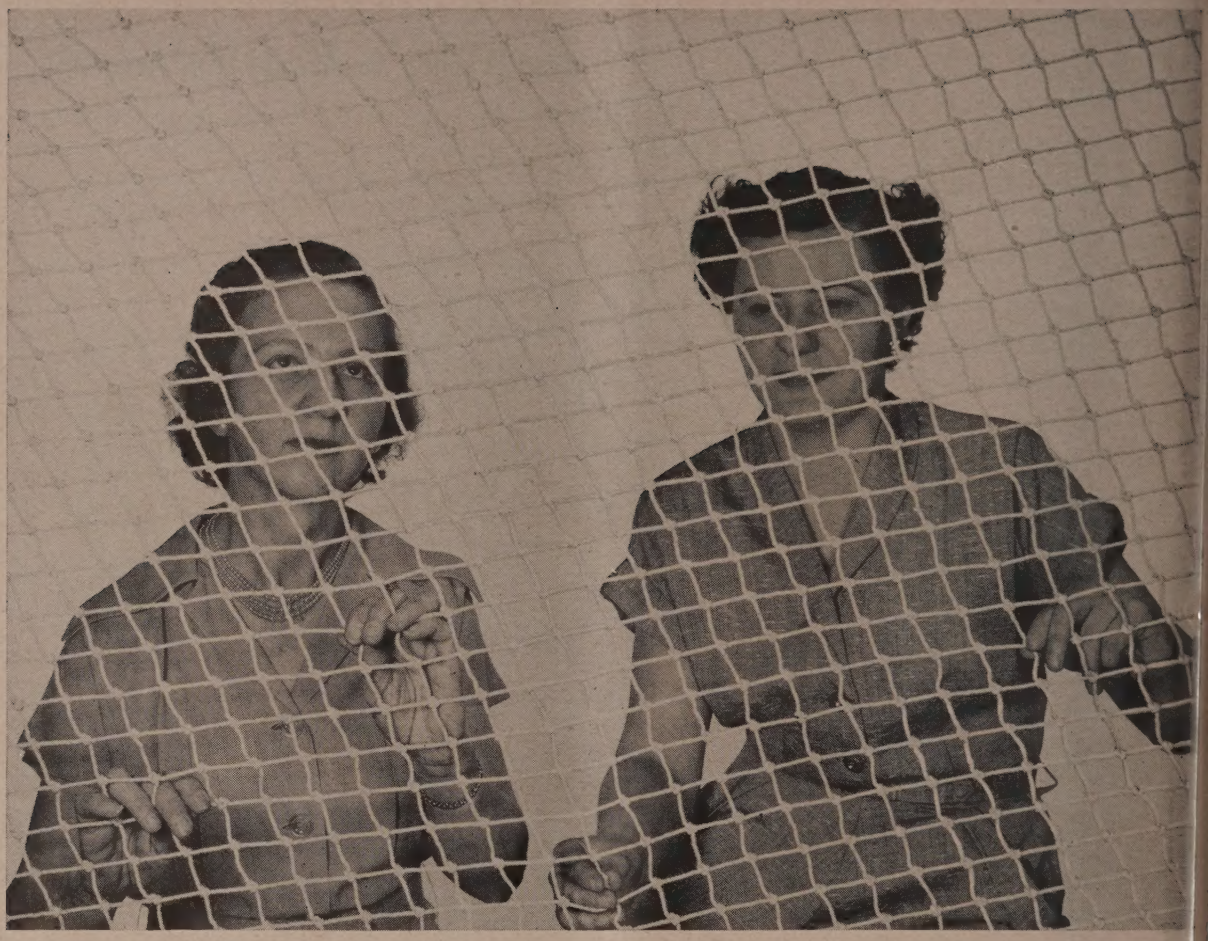
Well Done, Mr. Lewis—

● Orme Lewis leaves the Department of the Interior, where he has been assistant secretary responsible for the Fish and Wildlife Service, Office of Indian Affairs, National Park Service, Office of the Territories, and Bureau of Land Management, and returns to Arizona and his private practice of law.

He withdraws from the Washington scene with a rich record of real accomplishment, quietly achieved.

The improvements which come about in the Fish and Wildlife Service under his direction are obvious to the fishing industry; and are reflected in the other agencies for which he has been responsible.

The Nation, and its fisheries in particular, are deeply indebted to Orme Lewis.



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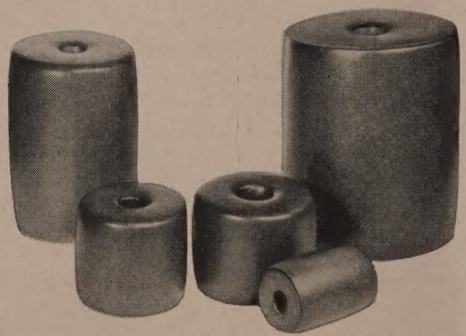
Join the growing number of fishermen now taking advantage of the new Spongex seine floats. For more information check with your supplier or write B. F. Goodrich Sponge Products Division, 145 Derby Place, Shelton, Connecticut.



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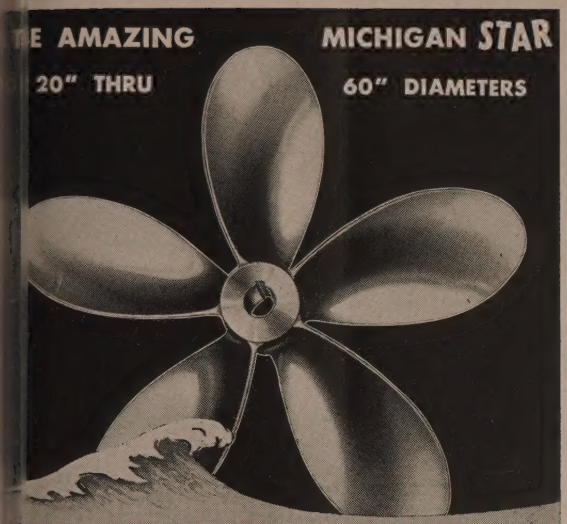

The Difference in Performance was so GREAT I had to tell you about it!"...

From all points of the compass statements like the above from those who have switched to the amazing MICHIGAN STAR 5-blader are pouring in. The letter from which the above excerpt was taken says: " . . . we installed a 38 x 26 5-blade Star propeller on one of our work boats, replacing a conventional 3-blade prop. The difference in performance was so noticeable that I had to tell you about it".

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It might also be added that the STAR makes important savings in fuel and because it is cast of MICHALLOY-K, it will last several times as long as one made of ordinary bronze. Don't buy any other wheel without thoroughly investigating the MICHIGAN STAR.

* from one of the many spontaneous testimonial letters in our files.

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BREADER & DIP (batter mix) are outstanding for QUALITY and FLAVOR

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* * *

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"To the King's Taste"

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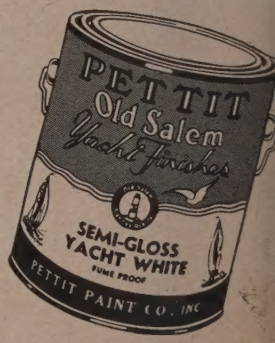

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Your crew—probably the best one working out of your home port—can be even more efficient if your boat is well protected against marine growths and the elements.

There's no better protection against bottom fouling than Pettit's Tropicop. There's no better protection against wind, salt spray, rain and a hot sun than Pettit's Old Salem Semi-Gloss Yacht White and Pettit's Varnishes.

That's why Pettit products can be important members of your crew, as they cut down the need for frequent and costly maintenance and help your crew spend more time in profitable fishing.

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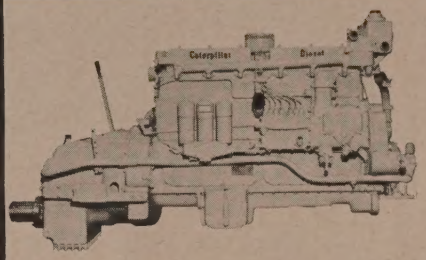
Cat Marine Engines available up to 450 HP. Shown here is the 150-HP D342.



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IN A FISHING BOAT ENGINE?

Ask any experienced owner that question and you'll get the same answers. He'll tell you he wants:

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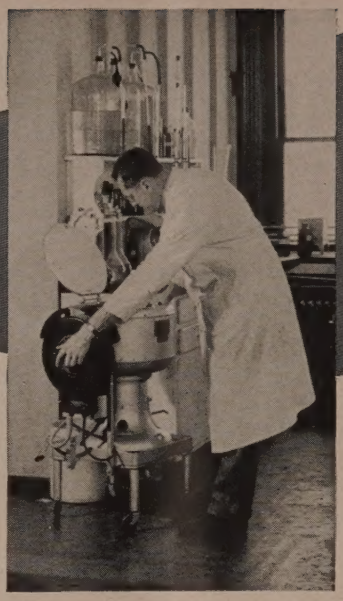

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BATTER-MIX
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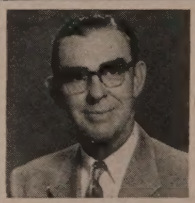

SMITH HAYNES
Plant Manager
Meyer Fish and Produce Co.
Jacksonville, Florida

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After an extensive tour of duty with t U. S. Navy, Smith Haynes joined t Meyer Fish and Produce Company in 19 as Plant Superintendent. The present po tion of the Meyer Fish and Produce Co pany in the frozen food field is pro enough that Smith Haynes deserves Gold Dipt's "Plant Operator of the Month

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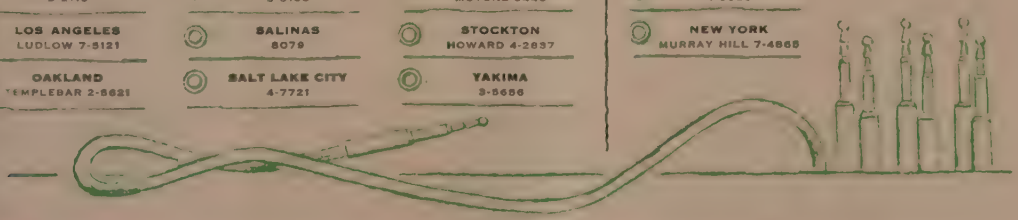

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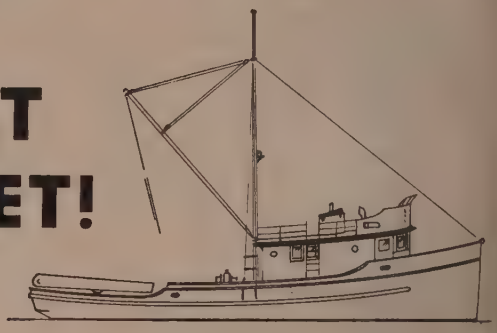
ONE BOAT OR A FLEET!



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KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 58 years standing with us!

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PACIFIC FISHERMAN SEPTEMBER 1955

TUNA ON THEIR MINDS—Five prominent tuna boat skippers and managing owners in the offices of the American Tunaboat Association, San Diego, as photographed by PFN. From the left, Capts. Manual Machado Medina, M. O. Medina, Bill Magellan, Joaquim O. Medina and Joseph S. Rogers.

Will Fleet's $40 Price Cut Cure Ills Besetting Tuna?

What canners have long declared evitable, and boat owners and fishmen have fought against as an ecomic injustice, took place in Southern alifornia's tuna industry in August hen the American Tunaboat Assoation of San Diego announced its cision to reduce the price on Yelwfin and Skipjack by $40.

"The new prices, which will not effective as to fish on vessels now port or fish caught by vessels now sea, and thus will not affect cans' costs for about 60 days, are 70 per ton for yellowfin tuna and 30 per ton for Skipjack tuna, the west prices since the O.P.A. period," .T.A. said.

The AFL fishermen's union of San iego decided to accept the $40-a-ton t in price.

The announcement by the ATA further states that: "Tuna producers have asked assistance under United States trade policy, which promises not only to expand trade but that no domestic industry will be sacrificed in attaining that end. Despite serious injury, no aid has been forthcoming. This condition was wantonly disregarded and worsened by the recent trade agreement with Japan.

"Record imports of frozen tuna, refusal of the United States government to take remedial action as evidenced by the White House letter to Representative Bob Wilson on July 29, decline in the number of canneries buying domestic fish, decline in deliveries of such fish by tuna clipper fleet by over 23,000 tons this year compared to 1954, extended delays in unloading, and inability of the major portion of the fleet to get sailing orders, all have resulted in a decision by the American Tunaboat Association to reduce the price on Yellowfin tuna and Skipjack tuna by $40 a ton.

"Unless a vastly greater volume of tuna is now purchased by domestic canners, this action may hasten the decline of the domestic tuna clipper fleet. Unless the United States government sees fit to implement its trade policy to the end that a domestic industry shall not be put out of business, this action will likewise be unavailing.

"United States trade policy, as it has been recklessly and grossly misapplied to the tuna fishery, now makes it clearly possible for the Japanese to take over the entire United States tuna market. Producers will fight this discriminatory treatment by every honorable means, as they believe that

"round the clock protection

with

TYDOL HD

From the second you start, Tydol HD's fast-acting detergency ge
rid of sludge and grime, frees sticky valves and rings, keeps engir
clean. At full speed Tydol HD's tough film stands up, saves oil a
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motor oil that *cleans as it protects as it lubricates*...Tydol H

TYDOL HD MOTOR OIL

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r Government should honor not ly its commitments to the Japanese t to a domestic industry as stated d restated by the Administration."

Membership of the Fishermen's Co-erative Association voted to accept \$40 a ton per tuna species cut luntarily proposed by the Ameri-can Tunaboat Association. The Co-operative is composed of purse seiners fishing tuna.

Spokesman for the CIO Fishermen's Union, affiliated with the Interna-tional Longshoreman's Union, San Pedro, stated that the price cut of \$40 per ton makes it economically impossible for crew members affili-ated with the union to continue fish-ing.

Anthony Sokilich, secretary of the Union, emphasized that under the price of \$270 for Yellowfin it would be impossible for boat owners to oper-ate and to pay crews under the terms of the current contract.

The White House View—

No U.S.-Japan Quota Deal; But Joint Market Drive Suggested

The California tuna industry was dying a letter, signed by I. Jack artin, administrative assistant to esident Eisenhower, and directed Representative Robert Wilson and nator Kuchel, both of California.

The letter stated that an "exhaust-" study had been made of the na fishing industry" in an effort improve its outlook in the months d years ahead. It was pointed out one of the packers that the letter ld not refer directly to *canned* tuna, it is assumed that the administra-n's viewpoint, as expressed in the ter, concerned itself only with im-rtations of frozen tuna.

The letter made it clear that not til after Sept. 10 would there be y possibility of action involving a ota on imports of frozen tuna. After at date the trade agreements nego-ted recently at Geneva go into ect. Quoting from the letter, "As u know, during these negotiations, portations into this country of fresh frozen Albacore tuna fish, which sently enter free of duty, were und on the free list. Such a binding n, as a matter of law, form the sis for an application to the United tes Tariff Commission for the com-ncement of a proceeding under the ape clause." (Note that the escape use can be invoked only in the e of imports of *Albacore*.)

The letter further states that the executive departments examined possibility of an executive agree-nt between the United States and Japanese Government as to the ounts of frozen tuna that Japan pped into the United States. Such agreement was ruled unfeasible ause "it would be in direct con-ct with existing international com-tments, from which the United tes derives important advantages."

PROMOTION PROPOSED—The er stated that "it has been con-cluded that certain other positive steps can be taken by the Government to aid the industry's efforts to better its position.

"The Department of State will en-gage in conversations with the Jap-anese Government, discussing the de-sirability of Japan's undertaking early action to improve wage standards and practices in its tuna fishing industry.

"Another conclusion reached is that it would be of considerable benefit to the American industry if every possible effort were made to promote a continuing expansion of the market for tuna fish in the United States. To this end, if the United States tuna industry would be interested, the De-partment of State is prepared to sug-gest to the Japanese Government the possibility of the Japanese industry participating financially with the American industry in an advertising and market development campaign.

"We think it is better to import Frozen tuna than canned tuna"

● Vigorous opposition to imposition of any embargoes, quotas or tariffs on imports of frozen tuna is being ex-pressed to the Department of State and Congress by packing companies and their employes who depend in large part upon such raw material to maintain their operations. Such con-cerns are located at a number of ports along the Pacific Coast, including some in Southern California; at a few points on the Atlantic Coast from South Carolina to Maine.

Typical of this protest is a letter written to Herbert Hoover, Jr., Un-dersecretary of State, by T. F. Sandoz, president of the Columbia River Pack-ers Association, the largest American tuna packer outside of the Southern California area.

Verbatim extracts from his letter point-up the argument forcibly:

"Factually, the present tie-up of Southern California fishing boats is not due to imports of frozen tuna . . . On the contrary, the Southern Cali-fornia industry is suffering from the fact that imports of Japanese canned tuna in brine have taken practically all of the large institutional market for canned tuna in this country, and are encroaching more and more upon the consumer market . . .

"It would be entirely inequitable, through the imposition of a quota, to force tuna canners in other sections of the country to go out of business for the prime benefit of the segment of the industry in Southern California.

"The principal effect of imports on the American tuna market stems pri-marily from the unrealistic canned tuna tariff rates. These have permitted canned tuna in brine to enter this country and sell to the consumer at 10 to 12c a can below the price the American canner must obtain if he is to realize a reasonable profit . . .

"The American tuna market has shown a healthy and consistent growth in recent years. If the product is com-petitively priced, we think the growth will continue . . . We believe, as busi-nessmen, that it is wrong to place quotas, embargoes, or tariffs on the importation of raw material for manu-facture here. We think it is better for this country to import frozen tuna rather than canned tuna."

1955 "Salmon Surprise" Exclusive With Kodiak

● Realists didn't expect much of the Alaska salmon fisheries this season, and a searching look at presstime showed that was exactly what they'd get—production on the order of the summer of 1953, volumewise, but with fewer Reds, surely; and fewer Chums, probably.

Compared with 1954, Reds would be down a little, and Chums a lot; but the Chum run of 1954 was extraordinary, leaving no sound reason to expect repetition.

The optimism that makes fishermen out of otherwise normal individuals found little to feed on in the Alaska salmon pack statistics to presstime. There's always a chance of an unexpectedly good run—and it came for Kodiak, but that was the only spot of importance.

Nushagak more than tripled its 1954 pack, true, but it is a minor factor; and the run there had been accurately forecast by the Fisheries Research Institute. The real surprise was the remarkable accuracy of this forecast, made in the face of official expectations of a run about one-third as great.

Naknek-Kvichak closed with a pack not exceeding two-thirds of what might be considered normal expectations. The uncertain Ugashik was a bitter disappointment, as was Egegik.

South Peninsula fisheries, including Chignik, yielded poorly; and Cook Inlet was scant, with a strike in the middle of the Red run making a hole in things. Prince William Sound continued closed for the second successive year; and Copper River produced far less than the near-record pack of 1954, but well up to the average for that area.

The last week in July and first week in August did wonders for Kodiak. Previously sketchy, this area developed an excellent run at that time and attracted mobile gear disappointed elsewhere. The Bristol Bay freezerships in particular stopped there to top-off their loads.

Bleak picture prevailed in Southeast Alaska as this issue went to press, although there had been nothing in the escapement picture of 1953 to give reason for expecting anything better.

Pink Outlook Rosy as Sockeyes Lag Behind

● Sockeyes short of expectations, but with the Adams run still to come; the Pink run developing normally, but still in too early a stage to be appraised quantitatively.

So much for the Puget Sound salmon situation as this issue went to press.

Pinks were being taken at sea, and inside the Cape to some extent, in a way which gave no reason for anxiety.

The amount of gear being run in the waters of Washington and Southern British Columbia was extraordinary—and sure to take a lot of fish, if a lot are there.

Early in August Robert J. Schoettler, Washington director of fisheries, reported that his office had issued 713 gillnet licenses, and that the number was continuing to increase materially. Purse seines licensed at that time numbered 260, with a lot of boats expected to come down from Southeast Alaska as soon as that area closed. Reef nets licensed numbered 105, but not all of these had gone to work.

Ocean gillnetting out of Neah Bay was producing quite satisfactorily for the American fishermen pioneering that area with drift nets. For example, boats averaged 300 fish on the night of Sunday, Aug. 7, with the Pink run just beginning.

Sockeye fishing for the year was expected to close with the Adams River run, expected to pass through American waters in the period from mid-August to early September. In its published report, as quoted in *Pacific Fisherman* for June, the Sockeye Commission said: "The August runs to Birkenhead and Adams Rivers are expected to be good".

At presstime Sockeye fishing in the Strait had stepped-up again and the catch had risen to 80% of that for 1951 to even date—with an excellent prospect of eventually passing the cycle year. The fish were running small in size, and were believed to be largely natives of the Birkenhead spawning grounds.

An interesting development of the current fishing season on Puget Sound is the relatively new practice of drifting with gillnets in the afternoons along beaches and quite close to the shore. Gillnetters adopting this method have been able to increase their productive fishing time substantially, with fair yield. As night comes on, they shift to the more orthodox gillnet drifts. Presumption is that the relatively turbid water along the beaches renders the gillnets effective there as the day's light begins to fade.

Late Season on Columbia Opens with Good Catches

The late-summer salmon season on the Columbia River below Bonneville opened July 29 with better catches than for same dates of either 1954 or 1953. The first night some upriver boats took about half a ton, though work was hampered by rather high water. After a couple of days production fell off, but continued fair, being then more active below Tongue Point. By Aug. 3 the average catch was around 100 to 130 lbs. in the lower river, with 375 lbs. the top, while the up-river average was below 100 lbs.

The main August run, major factor in the Columbia River pack in recent years, had not appeared at this writing.

"Oshoro Maru" Surveys Bering Area

Of the twelve Japanese ships to engage in research under the U.S.-Canadian - Japanese joint observation plan, the 618-ton *Oshoro Maru* auxiliary sailing practice vessel of Hokkaido University, was engaged in a spot survey of the Bearing Sea area from mid-June to the end of July.

Early in July a liaison meeting was held at the hydrographic department of the Maritime Security Agency, Tokyo, with an oceanologist from the Scripps Institute in California, to work on a definite schedule for the observation plan.

Great Mid-Ocean Catch Generates Bitterness

Bitter reaction is manifest among aska fishermen and operators at the or results of their 1955 activities a time when preliminary reports m the Japanese fleet fishing high s waters along the Aleutians and stward thereof indicate extraordin- catches, perhaps on the order of million fish.

While direct evidence is lacking as the proportion of the ocean catch tive to Alaska streams, fishermen lieve that the drain of this ocean hery is responsible to a large de- e for the disappointing catches of d and Pink salmon in Alaska.

These men are highly vocal and th the American section of the In- national North Pacific Fisheries ommission due to meet in Juneau ptember 3, and with its advisory ard Sept. 5-7, it is entirely to be pected that it will receive some vig- ous representations touching this tter.

Data secured this season by the tial research investigations spon- ed by the American section of the International North Pacific commission will be scrutinized very closely for any evidence they may provide as to the proportion of salmon of American origin found in the populations inhabiting the mid-ocean areas where present fishing is concentrated.

While it is true that the North Pacific Fisheries Treaty establishes a new basis by which the United States, Canada and Japan engage to collaborate in international conservation of the North Pacific fisheries in which they engage, under the obligation of abstention from those which are protected, scientifically studied and fully developed, alarmed Americans hold that nothing in the treaty abrogates the Truman Doctrine enunciated in 1945, and that it still stands as the official policy of the Department of State, and could be applied if need be to protect an American resource from destruction.

Japanese Salmon Catch Misses "Target" Figure

By July 27 more than 50,000,000 mon had been caught by the Jap- ese high-seas gillnet fleet in the eutian and Okhotsk areas, against e anticipated figure of 47,296,000 the entire season. About the first August some 335 gillnetters were eraging nearly 3,000 fish daily per at in Aleutian waters; about 58 ats on the Okhotsk getting upwards 6,000 a day. All were working rd, with the "big-year" Pink run aching its peak. It seemed evident at, by the end of August, the canned mon "target" of 1,216,226 cases— luding 449,048 Reds and 385,821 nks — would be considerably ex- eded.

The Aleutian-area gillnetters were ch using 300 to 350 shackles of ar at a time. On the Okhotsk much s gear was being used, but the ch per shackle ran as high as 28 h, against 5 in the Aleutian. The ain on the fishermen, observers re- rt, has been terrific; in some cases ws had only five hours a day for ing and rest. Accidents among the lnetters also have been rather fre- ent this season.

Southern California July Tuna Imports

Species	Tons
Yellowfin	1,712
Skipjack	90
Albacore	2,015
Total	**3,817**

All imports from Japan; all landings at San Pedro.

Canadians Pin Hopes on Pinks to Redeem Season

● A richly gratifying run of Pinks was reported in the northern fisheries of British Columbia as this issue closed in August; and fishermen and operators there were hoping it would prove the forerunner of a general abundance of this species to compensate in part for the disappointing yield of Sockeyes.

One thing certain: the fish were encountering an array of gear whose numbers and effectiveness exceeded anything which Pacific Canada hitherto has mounted.

The industry's hopes were on Pinks because, so far as Sockeyes were concerned, the rueful conclusion of fisheries authorities was simply that "The ocean let us down."

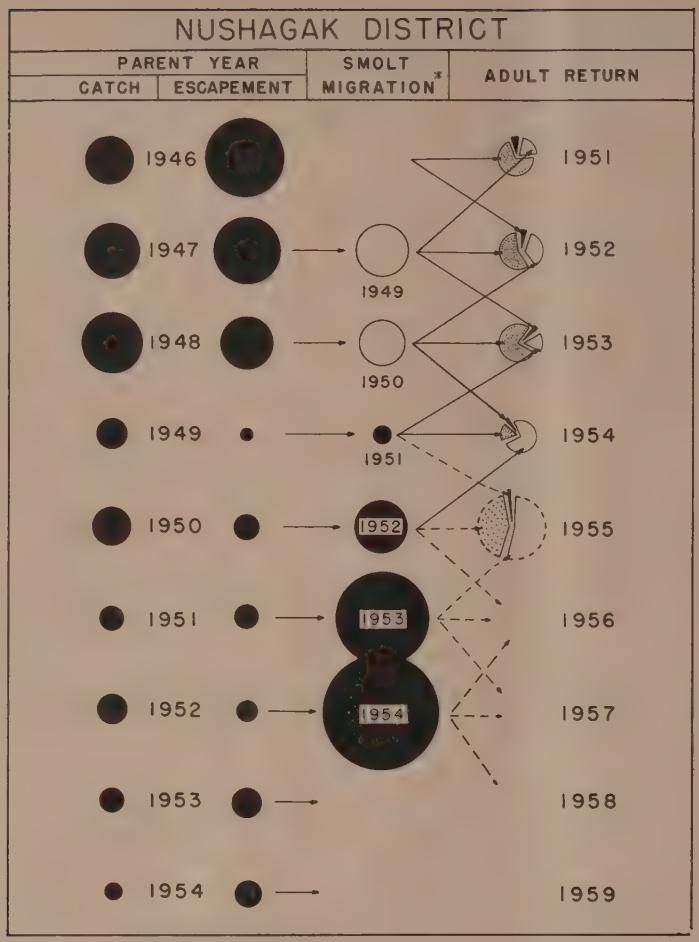
Members of the International Pacific Salmon Fisheries Commission expressed disappointment that the run of Sockeyes had failed to follow the pattern set in the last cycle-year, when the pack of Sockeye was the greatest for any corresponding year since 1903. Indications early in August were that both run and catch would probably be above *average* for the cycle, but below the 1951 level; and —the fish being smaller this season— would probably result in an even lighter pack.

The over-all decline—the fact that all races of Sockeyes dropped off and none showed substantial improvement over another — supported the belief that the reduced returns this year were not due to any known factors connected with management of the Fraser fishery. Incidentally, runs and catches on the Skeena and Rivers Inlet were also below expectations.

It would appear that the ocean might hold the key to whatever mystery there may be in the failure of the Sockeye to appear in the expected numbers. It is a matter of record that 12,000,000 migrant Sockeye left the Chilko spawning grounds in good condition—Sockeyes that normally would have been the mainstay of this year's run. The natural suspicion is that whatever influence may have curtailed this year's run, it developed while the fish were at sea, and research has not yet reached the point where it can throw light on the contions in that environment.

● *FISHING FOR A TREATY* — This is the year when Canadians made their big effort to catch a larger proportion of the Pinks entering the Strait of Juan de Fuca, in line with the policy sponsored by the Canadian government of building up Canada's share of the Pink catch, and so to persuade the Americans that an international treaty covering Pinks would be of mutual advantage.

Early in August some 100 Canadian seiners were off Bonila Point, as well as a fair number of gillnetters. Percentagewise they were doing all right, and demonstrating their capability of getting a high share of the catch in that area.



GRAPHIC FORECAST—The FRI forecast for the Nushagak run, as graphed here, was first published in Pacific Fisherman last spring. It is repeated here to re-emphasize the success of the forecast contained in the dotted circle of the fourth column, and also its implications for 1956.

Salmon Science Scores a Bullseye

● Forecasting the 1955 Red salmon run to the Nushagak area with amazing accuracy, the Fisheries Research Institute of the University of Washington wrote biological history and demonstrated its system with a certainty which may prove the key to scientific control and rehabilitation of the Bristol Bay salmon resource.

In October, 1954, the Fisheries Research Institute published its estimate of a run of 3,275,500 adult Red salmon to the Nushagak area in 1955. Not only did the forecast cover total numbers, but it estimated that the run would be composed of 3,500 fish from the 1951 seaward migration, 1,148,000 from the 1952 migration, and 2,124,000 fish from the 1953 migration.

The forecast of 3,275,500 fish was approximately three times the expectations expressed by the Fish and Wildlife Service as the basis for its Nushagak regulations of 1955.

● *THE RETURN* — Actual figures as to the 1955 Nushagak run were not yet at hand at presstime, although the broad details made it evident that the FRI estimate was amazingly close. At that time preliminary figures for the Nushagak catch, plus the Wood River and Igushik escapements, showed about 2,950,000 fish, without including any estimates for the escapement to the Tikchik and Snake River spawning areas, still to be surveyed.

Packers, fishermen, scientists and administrators showed the keenest interest in the developing pattern as disclosed the accuracy of the forecast —the packers in particular because it offered a clear-cut test of the scientific research which they had supported for nine years through the Graduate School of the University of Washington to provide a thorough biological investigation in the public interest and under the most exacting academic standards.

● *RESULTS*—Full effect and harvest of the work will come only with years of application and improvement of the system. Dr. W. F. Thompson director of the Fisheries Research Institute, puts it this way:

"To me the greatest significance in the Nushagak forecast is the way i opens new and more practical means of applying research; the way it opens new vistas looking toward better understanding of what happens".

Present administration of the Alaska fisheries showed itself ready to accept the test as valid, for Donal L. McKernan, the new administrator announced at the Dillingham hearing immediately following the 1955 season that the 1956 fishing time in the area was to be 3½ days weekly, as against 2 days weekly this year.

● *POSSIBILITIES*—In assessing the results of the Nushagak test D Thompson writes from Alaska:

"The course of events suggests some interesting answers to importa questions. They indicate that:

"1. Major changes in abundan arise within the lakes, of a magnitu that dwarfs small variations in t percentage of runs allowed to esca the fishery;

"2. So far as our experience go at present, the mortality in the s has been relatively constant compar to that in the lakes, at least for Nusl gak fish;

"3. Given favorable conditions, capacity of Bristol Bay lakes to p duce salmon does not seem to h been exhausted;

"4. There is the possibility of s ing a great deal of money if unus

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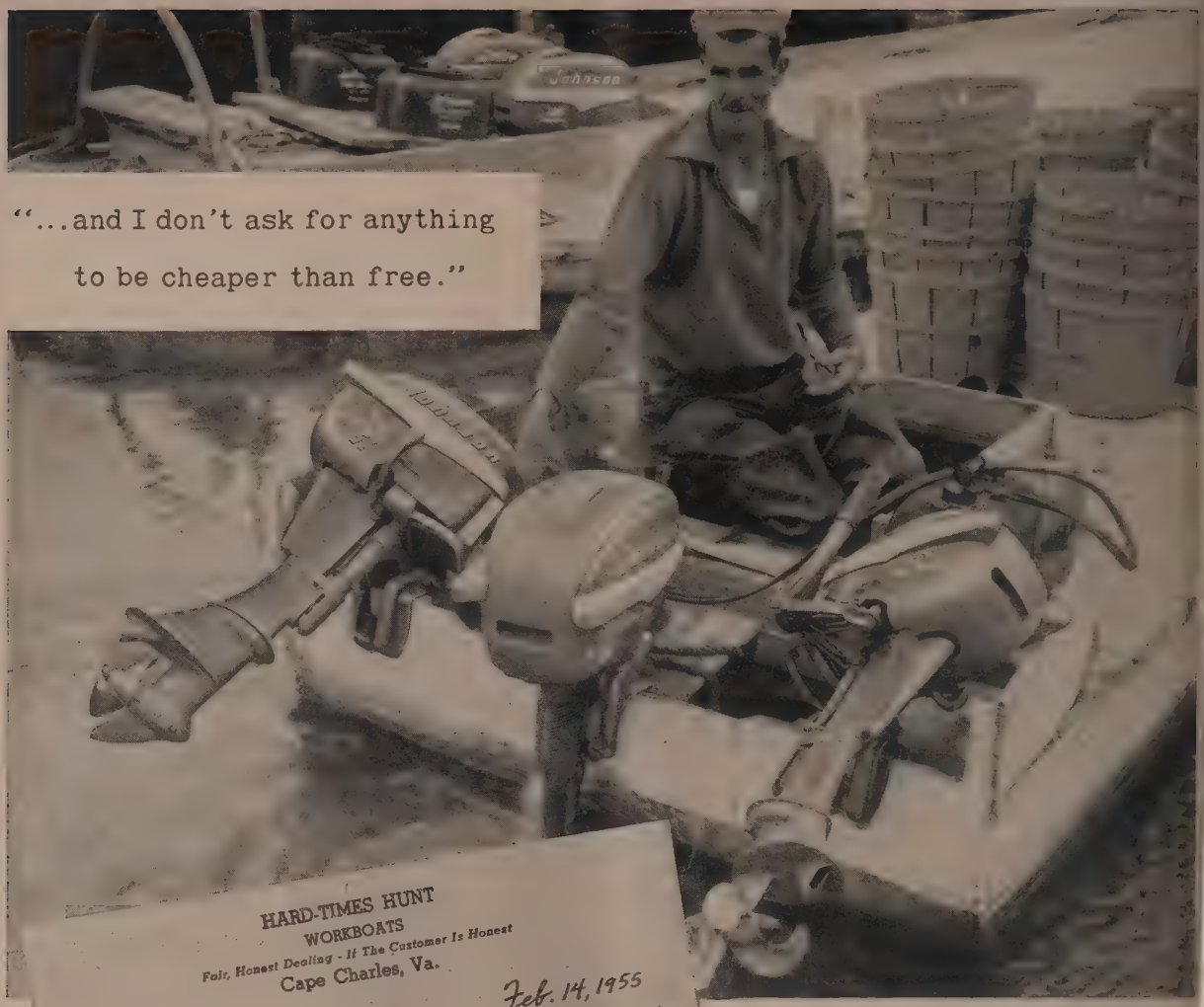

Gentlemen:

Johnson outboards don't need testimonials but I'd like to tell you of my experience with them:

Several years ago, I was using a tow-boat, with 100 h.p. inboard, for moving scows, monitors and the various types of cargo lighters we use for taking and delivering oysters and shells locally. This boat cost about $2,000—and required a full-time operator.

I began to get some small outboards for the smaller boats, and found them so satisfactory that I now use outboards entirely and Johnsons exclusively.

During last year I bought six new motors (two 25's, two 10's and two 5's) for about $2,000, including insurance.

The two big motors propel a 40 ft. lighter, the two 10's are attached to a smaller lighter, and the 5's are used individually on 20 ft. scows.

This has been a rough winter—plenty of wind, snow and ice. The motors have been in use every day except when the ice was too thick to run through. During this past year, not one motor has failed to start and run—no time has been lost on the 10 mile run to market.

From accurate records, I find that the fuel and labor costs for this entire outfit are less than the cost of maintaining and operating a tow-boat, simply because self-propelled cargo boats and work scows can run to the beds cheaper than they can be towed by a larger boat and an extra man. I believe that the reduction in operating expenses and disposal of the unnecessary tow-boat has more than offset the amount spent for all six motors during the past year.

I anticipate that future economy, plus the high re-sale or trade-in value of Johnson motors, will maintain this little fleet in perpetual new condition, absolutely free in comparison with other methods of propulsion—and I don't ask for anything to be cheaper than free.

Sincerely yours,

H. Hunt, Jr.

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runs or unusual failures are foreseen successfully;

"5. It may be possible to determine in advance what catch may be allowed without thereby getting very small catches from large runs, and vice versa.

"These are great things to be hoped for".

● *SEA LIFE HINT*—"The forecast was made in full consciousness that it had not yet been determined what part is played by mortalities in the sea. . . . We had hoped they would be so constant, or change so slowly, that our short-period changes in the lakes would be reflected in the returns from the sea. In this respect the returns are highly significant.

"And they point to another fact: *only by this comparison of lake productivity and the returns from the sea can the extent of changes in marine productivity of salmon be gauged.*"

● *THE PHILOSOPHY* — Hindsight is easy, and entails no risk; but the thinking which went through the scientist's mind as he committed the FRI forecast irrevocably to writing last fall showed full understanding of the hazard involved in a forecast impelled by conscience. Dr. Thompson wrote in a letter to the industry:

"The reader will perhaps hesitate at the temerity of the attempt, the risking of our 'reputations' in what biologists all know is a difficult and uncertain business, foretelling what highly variable nature will do.

"But the rewards are great.

"If our forecasts are even approximately correct, they will be of the greatest use, both to the industry and in regulation. If they are correct, they will prove the validity and accuracy of our systems of determining age, numbers escaping capture, and numbers surviving fresh water life. They are our way of striking a trial balance in our biological standards.

"If they are incorrect it means only that our system needs further refinement, or that we have for the first time a determination of marine mortalities for the years involved in our calculations. It may mean both, to some extent; and whatever the degree of success in our present attempt, sound research will require that every effort be made to increase the accuracy of our present methods and to put them on an increasingly exact quantitative basis.

"However it turns out, *the try at forecasting is the step of putting our facts to the acid test, perhaps to be immediately useful, perhaps to show what weaknesses we have still to overcome.* It is the essence of the scientific method that such a summation be obtained."

Remember, this was written months before the 1955 season opened.

● *STAFF WORK* — The Nushagak prediction is officially the "Bristol Bay Staff Forecast", and Dr. Thompson in his letter shares it broadly with the FRI personnel.

The data, and the systems by which it is collected and interpreted, are the products of the work of the many men whose investigations Dr. Thompson has directed on Bristol Bay since 1947; but particularly of the present team, all of whom have participated in the research from its beginnings. They are: R. L. Burgner, assistant director; Dr. Ole A. Mathisen, project leader; Dr. S. Y. Koo and John R. Gilbert.

Japanese Extend Ocean Trawling Season

The Japanese Foreign Office has extended the term of operations of the trawler *Asama Maru,* fishing for sole and cod in the North Pacific, to the end of October; and of the *Ikoma Maru* and the *Taiyo Maru,* in similar operations, to the end of November.

Restrictions under which they all operate are unchanged—to use trawl nets only; to return all crab, salmon and halibut found in the net; to fish in no territorial waters and enter no foreign port.

Studying Mortality At Bonneville Dam

Under contract with the Fish & Wildlife Service, Oregon Fish Commission biologists are making an intensive study of mortality of adult salmon below and above the Bonneville dam, seeking to determine as definitely as possible how many fish are killed in each section, and the specific causes of their death.

Don't Misunderstand—

● Remarkable success of the FRI Nushagak forecast, and the good run in that particular area of the Bristol Bay region, should be recognized for what it is—successful prediction of a fair run in a relatively minor area; and should not be considered to have exerted material effect in overcoming the general shortage of Alaska Red salmon.

The Nushagak fishery is only of secondary importance on Bristol Bay as a whole; and the run of 1955, although much better than in recent seasons, has been exceeded by the Nushagak many times in the past.

The remarkable fact about the Nushagak this year was the success of the Fisheries Research Institute forecast, rather than the actual volume of the run it foretold.

Fair Summer Season On Columbia River

"Fair" returns were reported for the summer salmon season on the lower Columbia River, which closed July 15, to reopen July 29. The last night's fishing yielded some catches up to 600 lbs., though the average for the season was under 100 lbs.—including a substantial percentage of Steelheads toward the close.

Mesh and season regulations permitted practically all the Bluebacks to escape, and much encouragement is felt at the escapement of this species, of which the count at Bonneville was far above expectations—apparently indicating increased natural spawning in the upper Columbia and Snake river systems. For many years hatcheries have been regarded as the major factor in maintaining the Blueback runs, but the 1955 run was believed to include relatively few hatchery fish.

Dates Set For Alaska Regulatory Hearings

Hearings on proposed Alaska fishing reulations for 1956 commenced July 30 at Dillingham, Alaska, and will end in Seattle Oct. 19, 20 and 21. Meanwhile the hearings in Alaska are in progress, with dates set as follows: Ketchikan, Sept. 1; Petersburg, Sept. 3; Juneau, Sept. 8; Sitka, Sept. 10; Kodiak, Sept. 13; Anchorage, Sept. 15 and Cordova, Sept. 17.

New Salmon Cannery In Juneau Cold Storage

A new salmon cannery in the Juneau Cold Storage Co.'s quarters at Juneau was equipped and ready to start the first of July. With Elias Reyes, formerly associated with the Pacific American Fisheries plant at Petersburg, as foreman, it is a handpack plant employing between 20 and 30 workers, specializing on the 4-lb. institutional pack with daily capacity of 500 cases.

Why fishermen hang their nets with

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Fishermen practically everywhere are now using hanging twine of Du Pont nylon. They have discovered that it is the "perfect partner" for hanging nylon nets. It is light . . . does not shrink . . . picks up less fish slime . . . resists rot and marine organisms.

As you probably know, nylon is being used more and more for lobster heading twine, salmon netting, shrimp and trammel nets, and purse seines of many kinds. Fishermen seem to prefer nylon twine for better fishing and long-run economy.

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PACIFIC Fisherman's NEWS

SEPTEMBER 1955

Resume Albacore Fishing Despite a Slashing Drop Of $100 from 1954 Price

• Decision to fish Albacore in spite of a $100 price cut from the figure paid last year was reached in August by the hundreds of members of the Pacific Coast Fishermen's Federation following a suspension af about a week at a time when fishing was fine.

This ended a tie-up of the fleet in Southern California, following an announcement by the canneries that they would pay $310 for Albacore, a drop of $40 a ton from the price at the beginning of the season, and of $100 a ton from last year.

Albacore boats were leaving port with no "set" price, and marketing of the tuna would apparently be conducted by the various cooperative organizations which are members of the Federation. Bert Johnston, head of the Seattle Fishermen's Cooperative Association, was in San Pedro in August to consult with boat owners of the Albacore fleet.

The committee which has been working actively on the problem of Albacore and its price consists of Johnston; Pete Repovich, manager of the San Pedro boat owners' group; Bob Austin, president of the California Commercial Fishing Boat Owners Association; and Russ Farnell, also of the same organization.

About a thousand Albacore boats which had begun the season fishing for $350 a ton were idled when the Southern California canneries cut the price to $310.

Lead in the refusal to fish for $310 a ton was taken by the California Fishing Boat Owners Association, Terminal Island, managed now by Pete Repovich, and with an affiliate in San Diego.

Some Albacore was landed during the period of the tie-up by unaffiliated boats, which received 72-hour notice of the reduction from $350 to $310.

The last week of July saw 1,316 tons of Albacore delivered to San Diego and 487 tons at San Pedro. Imports of Albacore into Southern California for the first seven months of 1955 were 14,664 tons, almost double imports for a similar period in 1954.

Directly related to the problem of the American Albacore fisherman is the report from the American Embassy in Tokyo, dated July 8, which states, in part, that "Tokyo Tuna Sales Company, which controls all exports of canned tuna, had warehoused as of July 2 approximately 440,000 cases of Albacore. More

(Continued on page 34)

LATE SOCKEYE RUN STRIKES

• Sockeyes were running strongly again in the Strait of Juan de Fuca area at presstime, according to last-minute reports from the Sockeye Commission, with the Canadian ocean gear, particularly the gillnetters, doing exceptionally well.

Gillnet catches in the Bonilla Point area saw Sockeyes pick up until they were running 50-50 with Pinks shortly after the middle of August.

The Sockeyes were believed to be largely of the Birkenhead race; and there was a possibility that the Adams River run was still to come.

At presstime the current catch was 80% of the 1951 take, and gaining rapidly, with the excellent prospect of leading the previous cycle year before the last Sockeye is taken.

The fish, however, are running small; averaging only about 5.6 lbs. at presstime.

Cannery Vessel Lost

The 126′ vessel *Vindicator*, under charter to the Ouzinkie Packing Corp. and carrying a cargo of supplies for the cannery at Ouzinkie, near Kodiak, was lost July 11 in a storm off Kayak Island, south of the Bering River flats.

Reduction Plant Sold

Berglund Sales & Engineering Co., San Francisco, has purchased the fish reduction plant of the Coast Fishing Co. Division, Quaker Oats Co., Wilmington, Calif., and is selling off the machinery.

It is reported that the Quaker Oats Co. is putting in a dog food plant in the space formerly occupied by the fish reduction plant.

The fish reduction plant was a complete Edw. Renneburg & Sons Co. plant, with a capacity of 15-20 tons per hour. There were also DeLaval centrifuges and a P&L fish press.

Sport Catch Heavy On Willamette River

Sport anglers took more than 71 tons of prime spring Chinook salmon from the Willamette River below Oregon City this year, according to a joint survey by the Oregon game and fish commissions. The catch of some 9,000 fish was 28% of the total estimated run—the highest percentage on record except in 1950. The spring Chinook escapement in the Willamette, however, is estimated at 52% greater than the parent run five years ago.

Humboldt Bay Station Of Coast Guard Repaired

Extensive repair operations have been underway this summer at the Humboldt Bay station of the U.S. Coast Guard, on the northern peninsula of the harbor. According to Einar Nielsen, station commander, the project included repairs to boat docks and to lifeboat launching ways, at a cost of about $24,000. The work was done by Tom Hull, Eureka contractor, who brought divers from San Francisco to work on portions of the underwater structure.

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Sardine Season Opens With No Sardines and No Fishing

● Opening for the northern California sardine season August 1 found no price set, and no reports of fish in the Monterey area; but the AFL cannery workers had signed a new contract with cannery management calling for slightly higher wages.

Future pack sardines in tomato sauce, ovals, were being quoted at $6.75 per case and talls, natural, $4.75 per case in San Francisco.

Negotions were yet to begin between Monterey fishermen and boat owners, but John Crivello, union official, stated that he had called a fishermen's meeting to discuss offers, if any.

He reported little activity as the season opened because of the full moon period. Meanwhile some Monterey canneries were working processing squid, tuna, and anchovies.

A year ago the central California sardine season did not get under way until Aug. 17, when an ex-vessel price of $55 per ton at Monterey was paid.

In the meantime the California Marine Research Committee estimated that there are fewer sardines off the Pacific Coast of North America today than were caught by commercial fishermen in the 1936-37 season.

The committee also reported that the 1954 year class appears to have been the poorest one in six years, considering the coast as a whole.

Forecasting the 1955-56 season, which begins Aug. 1 in the northern area, the committee estimated that about 300,000 tons of adult fish will be *available* for the commercial catch of which about 150,000 tons should be caught. This figure is about the same as last year, although strikes and market conditions held the 1954-55 catch to about 67,000 tons.

It was unanimously agreed by the committee that the sardines off southern California last season were fish which had formerly spawned in Mexican waters. A larger percentage of the total spawn was off southern California in 1954 than during the previous year the group reported.

Although reasons for the northern movement was only speculative it was reported that water temperatures were warmer and alinity less in 1954 than for the previous five years.

No concentration of sardines or indications of eggs or spawn have as yet been found north of Pt. Concepcion this year, the committee reported.

Cordileone Remains Pres. Of San Diego Association

Nicolo Cordileone has been re-elected president of the San Diego Commercial Boat Owners Association, Inc., San Diego. This is his second year as head of the small-boat organization.

Martin Stewart, who owns the *Danny Boy*, is vice president; and Wm. H. Walters, *New Emma*, is secretary-treasurer.

The group maintains an office at Point Loma.

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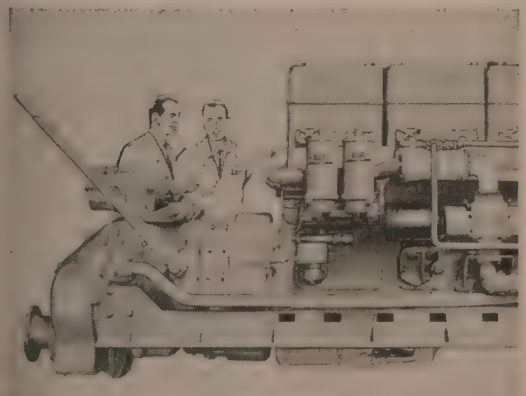

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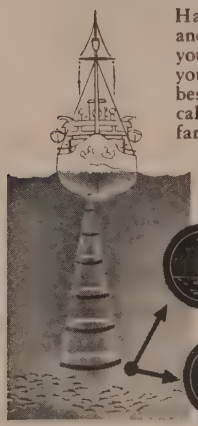

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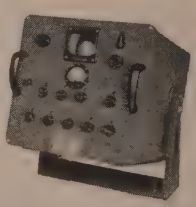

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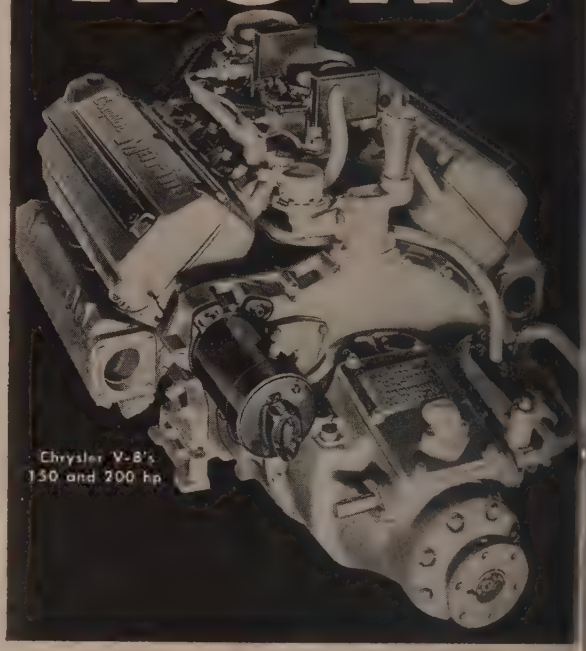

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"These Dams Should Not Be Built"

By ARTHUR B. LANGLIE
Governor of Washington

I want to talk about a matter I believe is very important—the subject of dams on the Cowlitz River. For many years the question of building hydro-electric dams on the Cowlitz has been a hot issue in our state. Back in 1948 the City of Tacoma indicated it wanted to build two dams on the upper Cowlitz. Immediately the people who were interested in the river from the standpoint of fish and recreation began to oppose militantly the use of the Cowlitz for this purpose.

In the 1949 session of the legislature the issue was discussed and tested very thoroughly, and as a result the legislature adopted, with only one dissenting vote, the Cowlitz Fish Sanctuary Act. That law provided that no dam higher than 25 could be built on the Cowlitz River. Of course that made it illegal for the City of Tacoma to undertake the projects they had planned, to develop some 300,000 to 400,000 kilowatts to feed into their municipal system. They were not satisfied, however, with the decision of the legislature and pressed the case to the Federal Power Commission and received permission to build the dams on the Cowlitz. Litigation followed. A decision was rendered by the supreme court. The case was turned back to the superior court of Thurston County for action, and that action is still pending today and stands in the way of the construction of these dams.

Now this issue is not easily resolved. It is not all black. It is not all white. The policy of the State of Washington has been set by the legislature. Many sessions have transpired since it was adopted and the act has not been changed.

There is today nonetheless a direct controversy over this very valuable resource. On the one hand we have the fisheries and recreation interest. On the other are those who are interested in power. And there are the people of Tacoma who have invested some $1 million in planning this project.

We must never overlook the fact that our state is very fortunate in having great resource diversity. Our fisheries were being depleted for many years and we are only now restoring them to recreate new payrolls and invest in our tourist industry. At the same time, we recognize that cheap power is very essential to the successful development of our state. And we need to develop every possible low-cost project we can. Therefore we see the issue as one which is deep and involved, which impinges on many points of view and involves many technical facts.

My authority, as governor, has been called upon to straighten out the state departments and tell them the proper action to take. True, I have quite a bit of authority and in the case of the fisheries department I could do just this. Over the power and game commissions, no. They are independent of the governor's control. I can give them advice, but they do not have to take it.

The Fisheries Department and Game Commission are against the building of these dams. The Power Commission has shown an interest in their being built.

We do need more power in the State of Washington to keep up with our rapid growth. But there are some 7 million or 8 million kilowatts of undeveloped hydro-electric energy on the Columbia River and its tributaries yet to be developed and which can be developed at a cost lower than by steam generation.

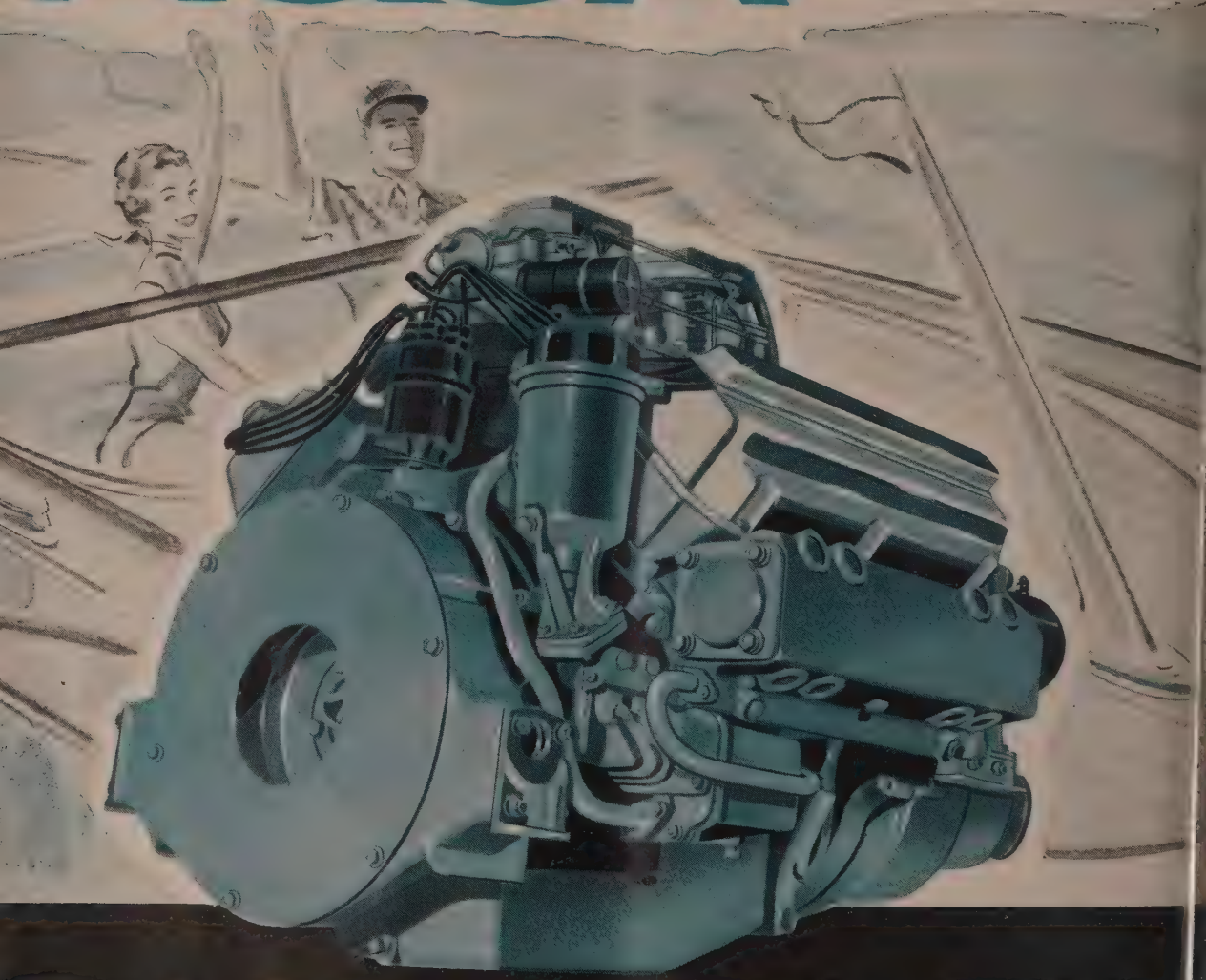
Now I have been called upon to express my views. I do not feel I have the authority to direct two of these agencies. But they and you are entitled to my views. I would have given those views a long time ago if I had been sure just what was the best for the state of Washington under the circumstances. I cannot say today that I am sure, positively and certainly, just what the right answer is. *But I do know from the evidence before me — engineering reports, economic reports, biological information—that I cannot arrive at any other conclusion at this time than that these dams should not be built.* For these reasons:

1. *The Cowlitz project is a high-cost project.* Power for the City of Tacoma can be produced in that city just as cheaply from steam plants as can be gotten out of the dams on the Cowlitz. As I mentioned, some 7 million or 8 million kilowatts of development are available on the Columbia River and its tributaries. In that development the City of Tacoma should share. They should be able to acquire power from Chief Joseph Dam and other dams at a much lower cost. These dams are now under construction.

2. The fisheries problem on the Cowlitz River are not solved and the biologists point out *there is bound to be considerable damage to the fish.* The loss therefore would be material and the gain in low-cost power would be negligible, if any.

3. Atomic power has become an important new source of energy. Almost monthly new ideas of how this power can be used and generated at low cost are advanced, and it is predicted that within 10 or 12 years atomic power will be supplied at costs comparable with present forms of steam generation and may compete

AQUADYNAMIC



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ith reasonably low-cost hydro-elec-ic power.

It seems unwise therefore to jeopar-ize an existing resource to develop ew sources of energy that can be btained just as economically else-here.

I have given you my views frankly. ome of you will not like those views. ut they are opinions that I have ar-ved at based on the best information could get on the subject. I cannot irect the power commission or the ame commissions as to what they ould do in this matter. I am hope-ul, however, that all parties involved ill continue to try to work together resolve the serious problems in-erent in this situation in the best nterest of all of the people of the tate of Washington.

irst Tuna Towed In

The 64′ two master Gloucester-type chooner *Darlene* brought the first ree Albacore of the season to Mon-erey in the middle of July, but the hip was towed to port for the de-very.

E. J. Olsen, and his wife, Belvedere, alif., buit the vessel themselves. The ngine broke down, the two young rewmen were seasick, and the *Dar-ene* finally was picked up by the Coast Guard. She took her Albacore 00 miles south of Big Sur and 45 niles out at sea.

General Fish Co., Monterey, ought the three Albacore for $5.25 —they bring $300 per ton in Mon-erey. Mr. Olson has built a number f boats including the *Steelhead*, a an Francisco Albacore boat.

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Move for Better Care Of Tuna at Sea

Initiated in early August is a program designed to improve the handling of tuna at sea by Southern California vessels.

In preliminary discussion, Robert K. Pedersen, Star-Kist Foods laboratory director, William Hamm, director of research for Breast O'Chicken, Inc., and Dr. Sven Lassen, Van Camp Sea Food Co., formulated a program to be presented to various fishing boat owners' organizations.

The technical committee is working with California Fish and Game Commission under the direction of Dr. Frances Clark, on a program financed by a $10,000 grant of "Saltonstall-Kennedy" funds.

Three Crab Trawlers Equipped With Radar

Wakefield's Deep sea Trawlers, Inc., early in July equipped three of its King crab trawling vessels, operating in Alaskan waters, with Raytheon Model 1500 "Mariners Pathfinder" radar sets. The boats are the *Foremost*, *Leroy* and *Shelikof*. The sets were purchased from and installed by the Northwest Instrument Co., Seattle.

Compensation Offered For 'Santa Maria' Sinking

District Judge Bowen has approved payment by the government of a total of $134,875 as compensation for the sinking of the dragger *Santa Maria* by a Navy vessel on Puget Sound in March. The amounts involved are: to John DePolo, sole survivor of the collision, $6,000; to Mrs. Obren Kokich, widow of the skipper, $30,000, plus $20,875 to DePolo and Mrs. Kokich for loss of the boat; to Mrs. L. P. Larson, $50,000; Mrs. Sigurd Hovland, $27,500. The settlement, however, does not become effective until approved by Congress.

Two old-timers in the marine industry serving San Pedro's fishermen, both Scandinavians: left, Rolf Sannes, Seaside Supply Stores; and Captain J. Johanessen, Globe Nautical Instrument Co.

Two Japanese Vessels Reported Lost

Two Japanese salmon fishery vessels, the "research" ship *Hatsushio Maru*, with a crew of 24, and the *Hoko Maru* with 21 in her crew, disappeared about the first of May and were apparently lost with all hands. The former had radioed that she was running aground on Agattu Island, and later 9 bodies, identified by life jackets as members of her crew, were found by other Japanese boats.

The *Hoko Maru* had also radioed that she was in distress, and other Japanese boats found debris from her.

* * *

Jospeh C. Tarantino, Bell Smoked Fish Co., San Francisco, with his wife and two daughters motored to New York, and came home via New Orleans on a combined business and pleasure trip.

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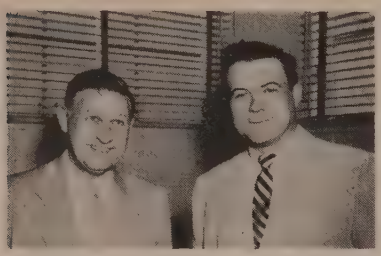
Fairbanks, Morse & Co. officials turned out in force July 4 at San Diego for the launching of the steel tuna clipper **Independence,** which is propelled by a 960-hp. F-M diesel. R. H. Morse, Jr., president of Fairbanks, Morse & Co., is seen fourth from left, front row. Others are (from left, front row): J. W. Cassatt, field engineer; D. B. Prior, mgr. dealer dept., Los Angeles; R. B. Harvey, mgr. pump dept., Los Angeles, and F. W. Schultz, mgr. electrical dept., Los Angeles, at right; (back row, from left): E. Watson, mgr. Beloit Works, Beloit, Wis., H. C. Heil, mgr. diesel engine dept., Los Angeles; L. W. Stolte, vice-president and treasurer, Chicago; R. M. Murray, mgr. San Francisco branch; C. E. Dietle, mgr. diesel division, Chicago; P. A. Suess, mgr. Los Angeles branch, and T. E. Woodruff, mgr. pump division, Kansas City, Kansas.

Independence is Appropriately Launched on Independence Day



W. E. Hirtensteiner, vice-president, and Milton H. Fillius, Jr., treasurer, of the National Steel & Shipbuilding Corp., whose president is C. Arnholt Smith.

Independence, the third steel tuna clipper in the current building program of National Steel & Shipbuilding Corp., San Diego, went into the water July 4 with appropriate ceremonies.

The vessel is owned by J. Dewey Land, M. J. Coen, Earl L. Combest, M. L. Gear, Robert W. McClure and Fred C. Berger, all from the Middle West. Mr. Coen, investment broker of Kansas City, Mo., was a speaker, and emphasized the fact that he and his associates felt that the tuna industry was basically sound and for this reason they were investing in it through sponsoring such a vessel as the *Independence.* Mr. Coen emphasized that because the tuna industry produces a basic food, it is essentially a sound investment.

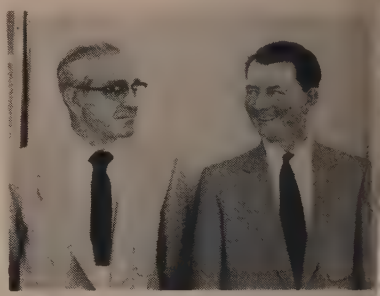
Other speakers were C. Arnholt Smith, president of the building company; R. H. Morse, Jr., president of Fairbanks, Morse & Co., and James B. Lane, president of Breast O'Chicken Tuna, Inc., for which the vessel will fish. Mrs. Dorohty D. Coen was sponsor of the vessel, with Mrs. Nancy Combest as matron of honor. The Right Rev. Monsignor Lawrence E. Forrestal gave the blessing; John M. Murphy, sales manager for National Steel, was master of ceremonies.

The vessel will be skippered by J. E. Mellusi, who nearly eight years ago saw the launching of the *Mary Barabara,* of which he became skipper, by the National Steel & Shipbuilding Corp. Mrs. Mellusi was sponsor of that vessel.

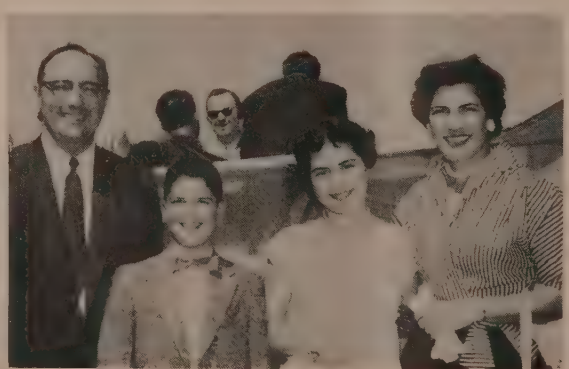
Independence is sister ship to the *Cabrillo* and *Dominator.* She is 127′ long and is powered with a Fairbanks-Morse 960-hp. Model 38D8½, 6-cylinder, opposed piston, direct reversing diesel engine, turning at 720 RPM, with Western Gear reduction, 3:1.

Auxiliary engines are Murphy diesels, 6-cylinder, Model No. 24. A Sperry magnetic compass provides for both automatic and manual steering. Total fish capacity is 340 tons.

The fourth tuna clipper in the National Steel & Shipbuilding Corp. series is expected to be launched in September.



Paul Preston, production manager, National Steel & Shipbuilding Corporation, builders of the **Independence,** with Wendell H. Calkins, the yard's naval architect, who was responsible for much of the modification of design of the basic NASSCO tuna clipper hull.



Capt. J. E. Mellusi, skipper of the new **Independence,** with his family: Jay Mellusi, Jr.; Melinda, and Mrs. Mellusi.

Longer Nets Permitted In British Columbia

Purse seine fishermen in British Columbia may use nets up to 37 fathoms in length, including lead, in the Strait of Juan de Fuca and certain offshore waters, under an amendment recently issued by the Canadian department of fisheries. This is an increase of 75 fathoms over the previous legal maximum, and enables Canadian fishermen to operate gear comparable with that of American seiners.

Another amendment provides that salmon gillnetters will no longer be required to mark on net buoys the initials and license number of the operator; but marking requirements will continue on other types of nets. For salmon gillnets a *minimum* length of 75 fathoms is now required. Another clause provides that salmon gillnets must not be left unattended while in operation, and warns fishermen that infringements may result in nets being confiscated.

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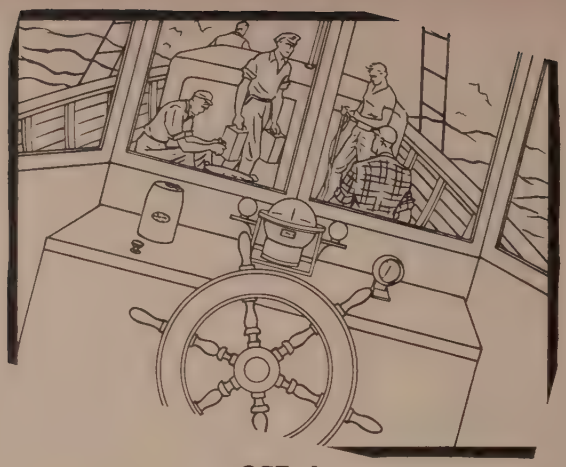

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Moss Landing Miscellany

There is a new crop of young fishermen appearing on the Moss Landing scene who are a credit to their fishermen fathers. New this year is "Buzzy" Herrington, Leroy's 13-year-old son who is "boat puller" on the *Peso II. Western Skies'* skipper, Bill Anderson, has his son Kenneth with him again this year. Gerald Jensen is with his father, Walter, on the *Sea Bee;* Bob Gibney is sailing with his father, George, on the *El Marine,* and Bill Harder Jr., is with his father on the *Seaway.*

* * *

Checking in at Moss Landing before heading south for the tuna grounds were the *Ina Ruth, Marilyn Gail, Cecelia L., Willanina, Kay D, Sonar, Norfjord, Spawn* and *Mode-O-Day.*

* * *

Arthur Baade on the *Solveig* was in a hurry to get home to San Diego where a new baby daughter made her appearance recently. Art has been fishing in Washington since March, and planned to be home to greet the young lady, but she made her appearance first.

* * *

Tom Thorn has purchased the boat *Old Glory* in Half Moon Bay. He renamed the troller *Tom and Jerry* after his wife and himself. Tom decided the boat was too small for tuna fishing so he joined Leonard Jacobson on the *Delle Marie* when the latter headed for San Diego.

* * *

Even the "kelpers", the small day-boats, deserted Moss Landing in July. The little boats got tired of waiting around for salmon which usually come into Monterey Bay. Bill Tomlinson on the *Dede,* Jack Daniels on the *Penny,* Jimmy Dale on the *Pandora* and Stan Haskin on the *Glacier* went to Half Moon Bay where salmon fishing was reported good. The fish are big, the men say and they have had difficulty holding them.

* * *

Phil Hover of the Hover Equipment Co., Moss Landing, was a crew member on Elmer Hitchcock's *Seamist* when the schooner took part in the Los Angeles to Honolulu yacht race.

* * *

Oscar Vienola on the *Ann-Marie* and his father on the *Angus* left Moss Landing together bound for San Diego and the tuna fishing. His brother Arthur on the *Belle J.* preceded them on the voyage south.

Mike Sarunich of Seattle, owner of the 65' dragger and purse seiner "Theresa S.," reported a gain of three knots cruising speed when he repowered his craft recently with a General Motors 6-110 diesel engine. Through a substantial reduction in engine weight, he has also increased her payload approximately five tons. The new diesel turns a 50" x 40" three-blade wheel through 3.7:1 reduction.

Guy Thompson of the *West Wind* is the proud owner of a new set of Kolstrand gurdies. The old ones looked perfectly good but Guy is like that—the *West Wind* is always painted, always in order, which makes it one of our best-looking and most efficient trollers.

* * *

Several boats changed hands just before the trolling season. Manuel Garcia of Salinas has purchased the *Castaway* (formerly the *Ruth*) from John Danielsen of Astoria. John is now fishing with his son Davis on the *West Point.* Jack Fraser is the new owner of the *Linda Lee,* formerly owned by Murray Vout. Jack did well as a part-time fisherman on his *Jackie Ann* last year, but is now offering her for sale. Dean Randall of Sausalito delivered his *Helga* to Carlton Rouse of Gilroy in Moss Landing recently. The Helga appeared in several scenes of the movie, "Blood Alley." Dean was marine adviser for the film.

* * *

Captain Edward G. Hyde, skipper of the *Bonita,* Fish and Game Commission boat from San Francisco, was a recent Moss Landing visitor. The *Bonita* was on patrol business. Ed was promoted from warden on the F & G. boat *Albacore,* to his present command.

Giovanni Aliotti, 70, well known Monterey fisherman, died last month. He was born in Sicily and had fished out of Monterey for the past 18 years.

He leaves a wife, and a son and daughter.

Many boats from San Diego and San Pedro checked in at Moss Landing before dispersing for the fishing grounds. The Bill Skipwith on their *Nancy Jean* were here. Gus Angellsen of the *Tuscan,* Ole Hansen on the *Ronny,* Don Jacobsen on the *Norge,* Howard Hansen of the *Sea Trout,* Belle and Gus Johanssen of the *Belle J. II* and George Morris of the *G. G. I.* all came in from the south.

Pat Whiting will be the new skipper of the *Vigilant.* Mrs. Ruth English and her son-in-law, Gerald Wilder of Watsonville, have purchased the boat from Sid Tozier of Port Angeles. Pat will be on the boat full time and Gerald will fish weekends.

Wilbur Sandholdt's application for permission to build a marine railway and mooring area has been approved by the Moss Landing harbor board. It will be located between the Union Oil Co. pier and the Texas Co. bulk plant at north end of the island.

Neil Gould on his *Little Fisherman* joined the salmon fishing fleet for the first time this year. Neil has been strictly an Albacore fisherman out of San Pedro until now.

The 3-man crew of the purse seiner *Eneas,* Capt. Wendell Wheaton, was rescued May 23 when the $40,000 vessel sank in deep water 7 miles west of Moss Landing. The 72' *Eneas* was on the way to Anderson & Christofani Boat Works when her hold flooded and the deck pump failed to start.

* * *

New owner of the *Verdun* is Jack Leslie, who purchased the boat from Larry Gilkinson of Watsonville.

Originally designed as a purse seiner, this 135 ft. all-steel craft was later converted to conventional tuna clipper. She's never had an engine breakdown.

Owner-skipper of the "Santa Helena" is Nick Zamberlin, well-known San Pedro fisherman. An Enterprise Model DMQ-8 Diesel powers his sleek clipper at 11 knots under normal load of 350 tons of tuna.

Great record for "Santa Helena"— 39,000 hours on her "Enterprise" without an overhaul!

Main propulsion engine is an 8-cylinder Enterprise, 16" bore by 20" stroke, rated 1200 HP at 350 RPM. Easy access to working parts aids in routine servicing.

Chief Engineer William "Whitey" Luttrell is a staunch booster of Enterprise Engines. With the "Santa Helena" at sea 75 to 80 days each trip, he just doesn't have any trouble with the Enterprise Engine. It's been a really satisfactory engine, according to Mr. Luttrell, especially when you consider the rough conditions under which a tuna clipper operates.

"Just how good *are* Enterprise Engines?" The answer to this question can best be found in the records of Enterprise powered boats, like the famed tuna clipper "Santa Helena."

The Chief Engineer, William "Whitey" Luttrell, reports that in eight years of fishing she has logged an equivalent of close to 19 times around the world without a single hour lost through engine failure!

The "Santa Helena," with about 39,000 engine hours, has never had a general engine overhaul. Her Enterprise Engine is still operating on original parts: pistons, rings, cylinder liners, main and connecting rod bearings, and other vital components.

The result of this outstanding engine record shows in low costs and high fish tonnages. "High boat" in 1954, the "Santa Helena" has always been one of the most successful clippers operated in the tuna fleet.

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Track of the John N. Cobb from June 25 to July 24 (solid line) ... wing positions of gill net stations in the Gulf of Alaska. Salmon were caught at all stations. Dotted line is planned route of vessel from July 25 to September 15, 1955.

Will Salmon Fishing Move Off-Shore?

By PETRALE

Open ocean gillnetting continued to ield successful catches to the explora- ory vessel *John N. Cobb* of the U. S. ish and Wildlife Service through mid- ummer weeks as she fished her way cross the Gulf of Alaska.

This work, reported to "Petrale" by onald E. Powell, directing the *Cobb's* xploratory activities, has implications f importance to the International lorth Pacific Fisheries Commission nd to the future operations of Amer- an and Canadian salmon fishermen.

On the basis of preliminary reports rom the *Cobb*, as made available and nterpreted by Mr. Powell:

Salmon may be more abundant in he off-shore waters of the Gulf of laska—and more available to com- nercial fishermen — than has been ommonly believed.

Fishing with surface gill nets, the *obb* caught salmon at all stations shed from off northern Vancouver sland to Kodiak Island during the irst month's operations in these waters June 25 to July 24). Using a little nore than a mile of gill net (1,000 athoms) as a standard set, the vessel nade catches up to 135 salmon per et. All five species of Pacific salmon ere taken. Pinks, Chums, Silvers and eds (in that order of abundance) have been predominant, with only an occasional King taken.

The average catch for seven stations fished at 60-mile intervals across the Gulf of Alaska between Sitka and Kodiak was 98 salmon per string of twenty 50-fathom shackles of nylon gill net. During two days of unfavorable weather, smaller amounts of gear caught 7 and 8 salmon, respectively. Otherwise, the weather has been good for surface gill netting, and on occasions it has been possible to patrol the net in a skiff to remove live salmon for tagging. The nets are normally set at dusk and hauled at day break.

The catches indicate that the various species of salmon are widely distributed in the offshore waters, and results have been surprisingly good. At Station 12, approximately in the center of the Gulf of Alaska (57°25′N. Lat.-143°30′W. Long.), 57 Pinks, 49 Chums, 21 Reds, and 2 Silvers were caught.

No detailed breakdown on the size of the fish has been received from the vessel, but the raw data shows the fish are of fair size. At Station 16, about 100 miles S. E. of Kodiak, the catch of 96 salmon was made up mostly of Chums weighing from 4 to 9 pounds, and of Pinks averaging about 5 pounds.

The nylon nets used by the *Cobb* range from 3¼″ to 6″ stretch measure, designed to catch salmon at different stages of maturity. The 5¼″ mesh dominates in the nets, which were developed specially for high seas fishing, with a double cork line (one right-hand lay and the other left-hand lay to prevent twisting) and a somewhat different method of hanging than conventional gill nets. Based on past experience, they were made to fish shallow—only about 20 feet deep —since both the Japanese and the *Cobb's* Aleutian results in 1953 showed that most salmon on the high seas are caught in the upper part of the nets. It is likely that further modifications will be recommended after this summer's work is completed.

The *Cobb* is on a 3-month cruise scheduled to end about the middle of September. The exploratory work is part of a program of research approved by the International North Pacific Fisheries Commission. The vessel will fish on several transects across the Gulf of Alaska and offshore waters south of the Alaska Peninsula as far west as Unalaska. Two chartered fishing vessels, the *Mitkof* and *Paragon*, explored the waters west of Dutch Harbor during the month of August under FWS supervision.

Scientific data on the salmon is being collected by a biologist on the

Cobb, who is tagging as many of the fish as possible. Blood samples and body measurements are being taken, and all salmon not tagged are frozen for future laboratory studies on racial analysis, etc.

An oceanographer from the University of Washington Department of Oceanography is assigned to the *Cobb* to collect water temperatures, salinity samples, plankton and other physical data which may be correlated to the presence or absence of salmon and which may help to throw more light on the oceanic existance of the important salmon stocks of the North Pacific.

In addition to the Fish and Wildlife vessels, the Fisheries Research Institute of the University of Washington has 2 chartered vessels carrying out tagging and other research on offshore salmon this summer. The next 2 months should produce interesting and valuable new knowledge of the salmon's ocean life.

Japanese Vessel Visits

The Japanese research vessel *Oshiyoro Maru* spent the first week of August in Seattle. The vessel on oceanographic cruise through the Berring Sea carried six top Japanese scientists and a number of students. During their stay in Seattle, they will visit the School of Fisheries and other fishery agencies in the area.

Taiyo Establishes Los Angeles Affiliate

A plan of Taiyo Gyogyo Kabushiki Kaisha to establish an affiliate in Los Angeles, with initial working capital of $50,000, was approved by an overseas investment team composed of officials of various Japanese government ministries, and was to be carried out early in August.

The new concern was to be called California Taiyo Kabushiki Kaisha, to be headed by Kazuo Kamokawa of the company's foreign trading department, now stationed in Los Angeles, with Tadashi Obuchi as secretary-treasurer. Mr. Obuchi left Tokyo for his new post at the end of June.

The company, it is stated, will engage in relaying Japanese marine products to U.S. importers and packers; handling mainly frozen fish of Taiyo's production, including tuna, trout and shrimp. Taiyo has been shipping as much as 6,000 tons of frozen tuna a year to the United States. Purpose of the new development is to effect economies in handling charges, commissions, etc.

Dock Manager Retires

Capt. Harvey Hansen, manager of the Astoria fishermen's dock for the last 11 years, will retire Oct. 1, it is announced by the Astoria Port Commission. His successor has not been named.

Resume Albacore Fishing

(Continued from page 21)

than 75% of the year's goal has been achieved during the first three months, and it may be that the goal will have to be revised upward later in the year. This emphasizes the fact that frozen and canned tuna must be considered as part of the same problem, as frozen tuna which are prevented from going directly to the U.S. market will eventually show up in cans."

Export licenses for frozen Albacore in June totalled 5,338 metric tons.

It is pertinent at this point in the history of the California Albacore fishery to remember that this species of tuna is the only one under recent U.S. tariff concessions to Japan on which the "escape clause" can be invoked, since it was the only species specifically bound as duty-free during the recent GAAT negotiations.

Most recent report of the price of Albacore for export from Japan was $285 per ton, as of August 1, which places frozen Albacore in the United States at about $340 a ton. What is more, production of Albacore from Japan, and the production season is concluded there ,is about 40% less than last year. Canners' "recovery" in canned tuna is much larger from Japanese fish than from domestic.

First Inpac Bulletin

The first bulletin of the International North Pacific Fisheries Commission has been released for public scrutiny. The bulletin is a symphysis on biological and industrial factors which characterize fisheries of the North Pacific. Five subjects are discussed in the publication, including a fair review of the Japanese offshore gill net fishery. Other articles of interest include. 1. The Pacific Salmon of the Canadian Coast, 2. The Pacific Herring Along the Pacific Coast of Canada, and 3. Oceanography Along the Canadian Pacific Coast.

England May Buy Japanese Tuna

A British trade representative in Tokyo is said to have been advised of a desire in England to buy Japanese light-meat tuna canned in oil, in addition to similar purchases being made in Peru. The inquiry is said to amount to 50,000 cases, at a proposed price of $6.40 c i f, for shipment during a 3-months' period.

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SAN PEDRO SEINE SETS

Sea Scout has a new 24′ plywood .iff, with a Chrysler Ace special for ›wer. Andy Rafkin is the skipper. he *Santa Ana* also has the same type skiff, with the same power unit. he Mardesich Brothers built both ›ats . . . Marine Hardware Co. re-ntly supplied Gold Medal cotton ·tting to the *New Home II, Mello ›y, Dorothy M* and the *Santa Ther-a.* Also supplied was nylon for gill-·ts to the *Jean Louise*, the *Rosalia 'adre* and the *Magdalena* . . . Nancy adin is a new employee of Marine ardware's netting division at Berth 3 . . .*Sea King* has a new 100-kw. acific auxiliary unit, Model 1197 . . . lite Boat Works is reported building new skiff for the *Anthony M* . . .

Paul W. Hiller, his wife and father, icolia Hiller, flew to Honolulu to ·eet the vessels participating in the ranspacific Yacht Race. Mr. Hiller's rm supplies many San Pedro fishing ›ats with marine equipment . . . John ados, head of Harbor Boat Building o., has been appointed to the ad-sory board of the San Pedro branch the Bank of America. Roy H. Bea-n is chairman of the branch board, hich also includes Amos D. Kreissel.

Young Johnny Repovich with his dad, Pete, who owns the "U & I," and who is the new manager for the California Commercial Fishermen's Association, Inc., Terminal Island. The boat is now fishing Albacore. It was built in Portland, Ore., and is powered with a Cummins diesel.

Eloi J. Amar, Giosue DiMassa, B. B. Lippman and Anthony B. Jaconi . . . Helen Breskovich, daughter of Mr. and Mrs. Frank Breskovich, became the bride of Anthony P. Novelli in a ceremony in the Catholic church at Las Vegas . . .

Joanne II made the first delivery of local Albacore to Franco-Italian Packing Co. Also delivering locally-caught white-meat to this cannery was the *Betsy Ross II* . . . John Norek of Newport Beach is completing, with the owner, a 38′ bent-frame fishing boat. The owner is Lee Jackson of Riverside . . .

Joseph Jaconi was stricken with a heart attack while fishing aboard the *Western Fisher* off Lower California. He was taken to the San Diego naval hospital . . . Mrs. Roy Katnich has been named general chairman of the Fishermen's Fiesta Coronation Ball. The Fishermen's Cooperative Auxiliary sponsors the event . . . Mrs. Louis LaMont has left for Peru to join her husband, who represents Star-Kist fishery interests in the South American country . . . *Aku* was recently at San Pedro Boat Works for repair of damage caused by grounding off the east shore of Catalina Island. Pat Elmendorf is skipper. The vessel was re-floated by the tug *Duz* and taken by Coast Guard cutter to San Pedro.

'Saipan Maru' Fleet Is Increased

Four more Japanese tuna boats of from 99 to 300 tons have joined the fleet of the mothership *Saipan Maru* at Samoa, following four that had previously been added to the fleet; this bringing the total of these boats to 28. By late July the *Saipan Maru* had frozen several hundred tons of tuna, etc., for Japan.

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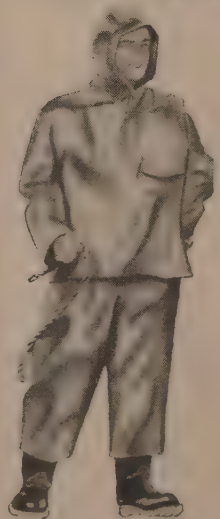

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TOWER'S ARROW BRAND

These tuna fishermen's wives went to Washington, D. C., to talk about a quota on frozen tuna imports: left, Mrs. Franklin Diamond, whose husband fishes aboard the bait boat "Excalibur"; Mrs. Joseph Giacalone, of the "Lou Jean"; Mrs. Theodore E. Brown, the "Paramount"; and Mrs. George Zeluff, whose husband is navigator on the "Paramount." Mrs. Zeluff was an advisor to the delegation from the California Interstate Cooperation Commission in discussions with the State Department on the recent visit of the group to Washington. The other three wives conferred with senators and representatives on the need for a quota on imports of frozen tuna from Japan.

SAN DIEGO BITE-SIZE ITEMS

Western Ace, one of the largest tuna clippers, was at Craig Shipyard in late July, reported waiting to unload more than 500 tons of tuna . . . Doug Giddings of National Steel and allied enterprises was crew aboard the *Novia del Mar*, Transpacific Race entry . . . National Steel is replacing a 65′ section of the keel of the *High Seas* with Douglas fir supplied by a Portland firm . . . a Pacific diesel, supplied by J. T. Siler, Wilmington, is now the main propulsion unit in the *Victory*, owned by the Guidi family . . . A five-bladed propeller is now working on the *Crusader*, and the *Excalibur*, *Equator* and *Ecuador* have been equipped with similar propellers. All work was done by National Steel . . .

Intrepid has a new Monel shaft . . . *Favorite*, owned by Tony Rosa, has two new "Cat" auxiliaries, supplied by Shepherd Marine . . . Tony Cardena, paint superintendent at National Steel, is vacationing in Portugal with his family . . . *Heroic* is reported to have lost her mast off Panama . . . Helen Kuhn, secretary to James Lane, head of Westgate-California, recently returned from a Mexican vacation . . . M. O. Medina and Mrs. Medina were in the Azores in July, and probably will not return to San Diego until the end of the year . . . Joe Marques of the *Normandie* remained home on the clipper's current trip . . .

Antonio Rodrigues, partner in the *High Seas*, is on an extended trip to the Madeira Islands . . . Harold Cary and Dr. W. M. Chapman of the American Tunaboat Assn. appeared on a broadcast from KFST, San Diego, when they were interviewed by wives of tuna fishermen . . . *Notre Dame*, when docked at Campbell's recently, carried this placard on its flying bridge: "Most of us are veterans who fought for human rights. Now we have to fight for a living. We need a quota on Japanese tuna" . . .

Santa Rosa, now with a new owner, Ed Silva, has a new canopy on the pilothouse, constructed by Campbell Machine Co. She also has a new lead stern sleeve . . . Dave and George Campbell, former owners of the Campbell Shipyard, have returned from their trip to Australia, etc. . . . in the Campbell yard in early July were the *Cal*, *Saratoga*, *Espiritu Santo*, *Mary C. Canas*, *Santa Rosa*, *Sun Glow*, *South Coast* and the *Sun Traveler* . . . Nuttall-Styris is now handling the Hart & Burns line of Navicote marine paints, formerly distributed by Atwell Supply Co. . . . Walker Atwell is now working for C. J. Hendry Co. . . .

San Pedro Fishermen Prepare for Fiesta

The ninth Fishermen's Fiesta is scheduled for San Pedro, October 1 and 2. And this year it will be carried on television in color.

The theme for the boat parade is Toyland Parade.

It is interesting to remember that as far back as 1921 there was a fiesta in which the Navy participated with yachts and fishing boats. Again in 1945 the fishermen celebrated the return of many of their young men from the war by a fiesta, and this was the beginning of what is now an annual activity of the San Pedro Chamber of Commerce, the highlight of which is the blessing of the fleet and the colorful boat parade, during which prizes are awarded to the most original and attractively decorated fishing boats.

Mexico Leads As Source Of Shrimp Imports

The first six months of 1955 recorded Mexico as the leading source of frozen shrimp imported into California and Arizona customs district—about 10 million pounds. Japan was second in pounds imported into the United States; Canal Zone third, Ecuador fourth: (approximate poundage 360,000, 265,000 and 92,000).

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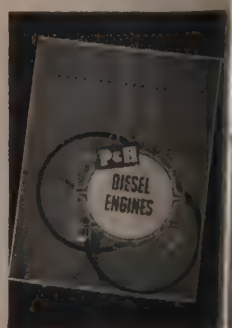

P&H DIESEL ENGINE DIVISION
HARNISCHFEGER CORPORATION
CRYSTAL LAKE, ILLINOIS

Grays Harbor-Willapa Fishing Reports

Port of Grays Harbor reported that 248,785 lbs. of salmon were processed through the Westhaven fish base during June compared with 311,034 lbs. in May.

* * *

Ero Sipila launched his new boat, the *South Side*, from the Pakonen & Son shop in June. The troller is 40.9′ long, has a 12′ beam and will draw a little more than 5′ of water. Sipila started work on the craft, designed by Toivo Pakonen, in April last year. The boat has a Graymarine gas engine. Sipila, who formerly owned the *Alaska* of Aberdeen, has been fishing about 30 years.

* * *

The 37′ troller *Evelyn Mae*, owned and operated by Charles G. Dost of Cosmopolis, was recently burned off Grays Harbor. Dost, who was injured, was rescued by the fishing boat *Marvel*.

* * *

Walt Brown, former crab-pot manufacturer, has retired from the Hoquiam fire department and gone to Alaska for crab fishing.

* * *

Carpis Hale, Aberdeen, who worked as a fisherman out of Westport and Tokeland for nine years, was recently appointed a deputy with the Grays Harbor county sheriff's department.

* * *

The 42′ *Labelle* of Astoria, skippered by Harry Hill of Bay Center, jointed the Willapa Bay fishing fleet early this summer. The LaBelle has a 12′ beam and a 115-hp. engine.

Albacore Price Cut Angers Jig Fishermen

A number of Monterey Bay trollers that had planned to fish salmon all season became discouraged at the "onagin, offagin" price dispute in late July and headed south for Albacore. Of the Moss Landing fleet, Norris and Earl Sctiver on the *Jean-Ellen*, Fred Sandness of the *Lincoln* and Oren Adelman of the *Dolores J.* replaced their salmon spoons with tuna jigs and left for San Diego.

The Albacore fishermen also, however, were hit by a price cut, not wholly unexpected. The price was dropped from $350 to $310 a ton, effective at noon July 28 and, as the boats raced in to beat the deadline, the air was blue with expressions of opinion. Many skippers, irate at the effect of Japanese imports on their season, declared they would stop fishing in protest; others claimed that, with fish as plentiful as they are this summer, they could still come out ahead at the $310 price.

Albacore fishing has been reported exceptionally good. The *Sun-Ra, Twenty Grand, San Martin, Ragnar M., Christie II and Peso II* are said to have come in with capacity fares.

Troll Prices Cut

The salmon trolling dispute, which kept northern California's salmon trollers in port for three weeks, was settled early last month.

About 1500 boats and 2500 fishermen from Monterey to Crescent City were involved in the dispute.

The tie-up developed when major northern California dealers slashed prices 5c per pound.

Emile Barbera, secretary, San Francisco Crab Boat Owners Association, said that under the settlement negotiated the 40c per-lb. price for large dressed salmon will remain the same, but fishermen will accept a 2c per pound cut for dressed salmon under 12 lbs., or 32c per lb. These prices pertain to San Francisco only. In other areas the same price for 40c per-lb. for large fish prevailed but small fish were selling for two cents less on small fish, whatever the previous price was.

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LINES and LEADERS

dward Pilsbury, Jr., new manager of the .merican Can Co.'s Seattle plant. Mr. Pilsury, coming from San Jose, Calif., succeeds . R. Carr, who has been appointed manager f Canco's Pacific factory in San Francisco.

Changes in Canco Management

R. C. Stolk, Pacific division vice-presient of the American Can Co., announces everal managerial shifts in the Pacific oast organization.

J. R. Carr, manager of the Seattle facory since 1949, has been appointed manger of Canco's Pacific factory in San Franisco, succeeding H. P. Mooij who, after bout two years in that position, has been oved up to the Pacific division manuacturing department.

As Seattle factory manager, Mr. Carr is ucceeded by Edward Pilsbury, Jr., fornerly plant manager at San Jose, Calif., who joined Canco's research department t Maywood, Ill., in 1935 and has been in he San Jose plant since 1948, being adranced from general foreman to assistant lant manager and, in 1953, to manager.

Mr. Carr has held various posts in the ompany's research and manufacturing deartments during his 27 years in Canco ervice; coming to Seattle in 1944, and dvancing to the position of manager in ive years. Mr. Mooij started as a mehanic in the Honolulu factory in 1940, dvancing to his present office through arious supervisorial posts there and in San Francisco and Oakland.

Dick Ehlers Promoted In Carton Wrap Sales Staff

R. A. (Dick) Ehlers has been promoted o district sales manager of Carton Wrap ales for the New York and Chicago offices of Crown Zellerbach Corp., Western Waxed Paper division, with headquarters in New York City, it is announced by Karl Wuestenfeld, sales manager in charge of national Carton Wrap sales at the San Leandro, Calif., headquarters.

Before his transfer to New York three years ago, Mr. Ehlers was a sales representative at the San Leandro plant.

• • •

Darrell Foreman's *Arlene F* of Newport Beach recently dipped the net in approximately 164 gallons of Net-Life, using the facilities of T. V. Carter, Long Beach. Jack Turley, also of Newport Beach, used 114 gallons of Net-Life at the Carter net-dipping facilities.

Richard K. Finn, who recently took over as Pacific Northwest representative of The Linen Thread Co., making his headquarters in Seattle. His promotion was announced by John E. Richardson, Pacific Coast manager at San Francisco, where Mr. Finn formerly was located.

D. W. Tait **D. H. Brown**

Mr. Tait joins Pacific Division, Bendix Aviation Corp., North Hollywood, Calif., as supervisor of advertising and public relations; Mr. Brown is advanced from works manager to associatant general manager for Bendix Pacific Division.

Universal Will Replace Deteriorated Name Plates

In line with its policy of providing complete parts service on all models of Universal engines for at least 21 years from date of manufacture, Universal Motors Co. announces that owners of wartime-built Universal engines with badly deteriorated steel name plates may have them replaced free of charge with new, long-lasting brass plates. Regardless of its condition, all data from the old plate can be brought out.

It is explained that, due to wartime necessities, the engines built during World War II were equipped with steel name plates, many of which have by now deteriorated so that the serial number, etc., are obliterated, though the engines are still in active use.

Old steel plates to be replaced should be sent in, post-paid, addressed to J. E. Suelflow, Service Manager, Universal Motor Co., Oshkosh, Wis.

D. H. McChesney, of D. H. McChesney & Co., Winslow, Wash., is new direct factory representative for sales, service and introduction of Sudbury Laboratory's products in Washington, Oregon, British Columbia and Alaska. His phone number is VIking 3224.

D. H. McChesney Joins Sudbury Sales

Donald H. McChesney, Winslow, Wash., has been appointed northwestern sales representative for Sudbury Laboratory, So. Sudbury, Massachusetts, according to announcement by H. T. Atkinson, director.

Mr. McChesney, a native of Seattle, is known throughout that area in boating circles. Mr. McChesney was formerly assistant general manager for Java-Pacific & Hoegh Lines, Dutch and Norwegian shipping combination. During the war, he was a trial and test engineer on Navy subchasers and ocean salvage tugs, and also directed and operated a fleet of troop transports.

In his new position, Mr. McChesney will be responsible for northwest division sales on Aqua-Clear feeders, Sky-Vents, Typhoon bilge pumps, E-Z Squirt and Gusher pumps, engine alarms, vapor proof switches, Redd-Elefant-Hide control casing, Boat-Zoap, automatic bilge cleaner and many other Sudbury marine specialties that are sold all over the world.

Cooper-Bessemer Announces Pacific Coast Changes

James W. Reed, vice-president of Cooper-Bessemer Corp., Mount Vernon, O., has been appointed Pacific Coast manager, in charge of the company's offices in Los Angeles, San Francisco and Seattle. John Rogers, who occupied this position for the past fifteen years, has been appointed special representative and consultant.

Mr. Reed, a vice-president of the company since 1947, has been New York district manager of compressor and stationary engine sales since 1940.

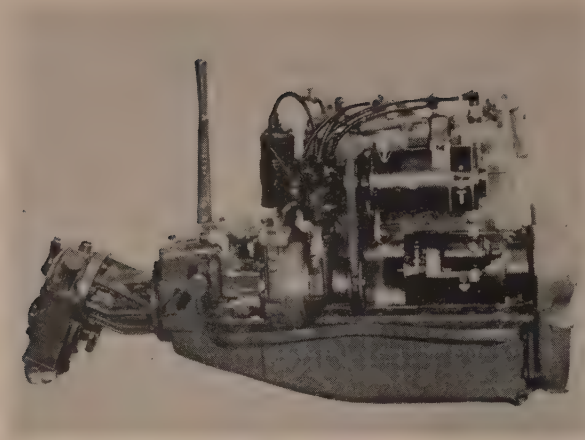
Mr. Rogers came to Cooper-Bessemer in 1940, with 25 years' experience in the compressor and power engine field. Under his guidance the San Francisco and Seattle offices were established. He will continue to reside on the West coast.

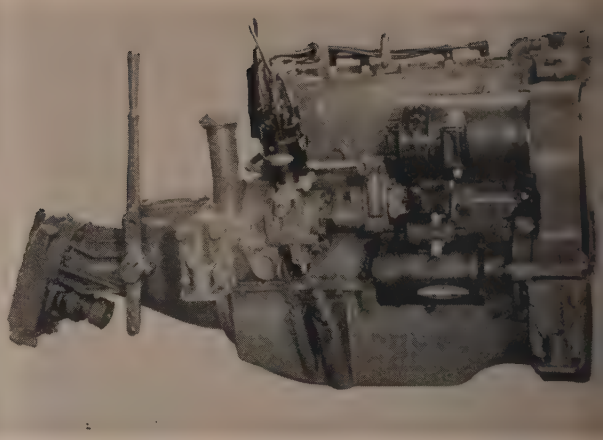
Atlas Paint Names Cotter Marine Sales Manager

Capt. John M. Cotter has been appointed marine sales manager for Atlas Paint & Varnish Co. Capt. Cotter, who holds an unlimited master's license, will cover the entire Pacific Coast. He is making his headquarters at 227 N. Avalon, Wilmington, Calif.

It is announced that distributors and dealers will be appointed throughout the north coast area for the complete line of Atlas marine paints, which include the two leaders, Atlas Gold Label copper compound and Atlas Pacific spar varnish.

Capt. Cotter has made a hobby of testing paints while on sea voyages, painting strips of his vessels with different competitive products.





Universal Motor Co.'s two new, compact V-drive marine engines: left, the 25-hp. Universal Atomic Four; right, the 65-hp. Unimite Four.

Universal Motor Co. Announces New V-Drive Marine Engines

To make application of small marine engines more practical for installation in small craft, especially those built for outboard power, Universal Motor Co. has developed two new models—designed around the proven 25-hp. Atomic Four and 65-hp. Unimite Four — with integral V-drives. These, they say, are the first mall high-power marine engines developed with V-drive as an integral part. The entire assembly is enclosed in one compact, gear-driven, self-lubricated unit, needing no adjustments or care except periodic checking of oil level.

These models make it possible to install an inboard engine in the extreme aft end of a small hull. This is considered advantageous, first, because such hulls are designed to carry the weight far aft; second, in eliminating need of changes in cabin and cockpit arrangement. The result is a simple, practical installation with the desirable features of inboard power.

Universal states that months of rigorous testing in outboard hulls at its laboratory, in cooperation with boatbuilders, have shown highly gratifying results, and that hulls equipped with these V-drive engines show generally improved performance, especially under adverse conditions of extra loading.

Further, the new Universal V-drive is said to be completely quiet. Cost of the installation is figured as about equal to that of the larger single outboards with all modern equipment, and less than that of twin outboards; while gas consumption is said to be less than half that of comparable outboard power—in many cases only 25% to 35%, and there is no mixing of oil and gas.

Universal offers a choice in these engines of three reduction-gear ratios at no extra cost. They have push-button starting and full electrical systems with ample current for navigation and cabin lights.

It is expected that Universal V-drive engines in higher-power models will soon be announced. Completed literature on the subject may be had by writing Universal Motor Co., 535 Universal Drive, Oshkosh, Wis.

Talbott Carroll Co. Incorporates in Alaska

The Talbott Carroll Company, Seattle insurance agency specializing in insurance service to the fishing and fish-processing industry, recently filed articles of incorporation at Juneau as the Talbott Carroll Co. of Alaska, with offices at 200 Seward St., Juneau. Incorporators are J. Talbott Carroll and Bernard E. Anderson, of Seattle, and M. E. Monagle of Juneau.

Fremont Bonded Batteries

CUSTOM BUILT to Meet the Requirements of the FISHING INDUSTRY with

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Frank C. Edwards, recently elected vice-president, diesel division of Harnischfeger Corporation.

Edwards Now Vice-President Of Harnischfeger Diesel Div.

Election of Frank E. Edwards as vice-president, diesel division, of Harnischfeger Corp., Milwaukee, was recently announced by Walter Harnischfeger, president of the corporation.

Edwards has served his entire business career with Harnischfeger, starting in the Milwaukee shops in 1925 and later being affiliated with various district offices of the corporation. He has been general manager of the P & H diesel division at Crystal Lake, Ill., since 1953, following service as sales manager of the P & H small excavator division.

Eureka Improves Small-Boat Basin

The Eureka city council recently awarded a contract for construction of a rock sea wall at the Humboldt Bay small boat basin, headquarters of the fishing fleet. It will cost $49,420.

The work is part of a general improvement program for which $65,000 has been appropriated. Other improvements include the replacement of rotting pontoons, repair and diversion of a storm sewer and incidental repairs.

Cummins Engine Co. Names Distributor for Alaska

Appointment of a Cummins distributor for the entire territory of Alaska is announced by C. R. Boll, Vice President-Sales, Cummins Engine Co. Inc., Columbus, Ind.

President of this new Cummins distributorship — Cummins Diesel Sales of Alaska, Inc.—is R. B. Newell, former vice-president, Cummins Diesel Sales of Washington, Seattle. Headquarters for the new Cummins service and sales organization will be maintained on East 5th St., Anchorage. A branch will be operated at 1405 Tongass St., Ketchikan, while a Seattle office will be opened at 1403 West 45th St.

Mr. Boll said: "The formation of a new Cummins distributorship for Alaska is in line with our policy to furnish Cummins diesel users the very best of service in every section of the world. Mr. Newell's organization is well equipped with the 'know-how' to give this type of service."

Mr. Newell has named Dale Ungerecht, former service manager of Cummins Diesel Sales of Washington, as Anchorage manager, and has appointed Don Nafziger manager of the Ketchikan branch. Complete stocks of parts and factory-type maintenance service will be available to Cummins users at the two Alaskan points.

Nylon Net Mending Needles Introduced

A new line of patented net mending needles made of pure nylon has been perfected by J. H. Shepherd Son & Co., Elyria, O. They will be marketed under the trade name of Flexso-Nylon. This marks another Shepherd first in improved equipment for the fishing industry.

Flexso-Nylon mending needles are similar in design to conventional needles used by fishermen, but are lightweight for easy handling and speed. According to the manufacturer, the nylon material produces a needle that is practically unbreakable; will not warp, and is unaffected by oil, tar, heat or solvents. Strains that normally produce breakage merely cause a flexing motion in the nylon material. In addition, the tongue portion has been extended to prevent premature unwinding of the twine spindles onto the needle.

Flexso-Nylon needles are now available in medium and large sizes from 6½" x ⅞" to 8" x 1" to meet every fisherman's mending needs. Information, prices, and samples may be obtained by writing to the J. H. Shepherd Son & Co., 1820 East Ave., Elyria, O.

International Paint Co. Features Viny-Lux Antifouling

International Paint Co., Inc., has issued an informative folder on its "Viny-Lux" (vinyl-base) paints for bottoms of wood, metal or fibreglas - plastic boats of all kinds. Although comparatively new, the company says, these paints have already proved their protective qualities, durability, excellent antifouling properties and hard racing finish, and have been successfully use on all kinds of bottoms in both salt and fresh water. International embodies in the formulation of "Viny-Lux" the same standards of quality as in all other Interlux products.

* * *

Cathie J is a new Nordberg-powered bait hauler out of Los Angeles harbor. The boat is unique for its sunken bait tanks. It utilizes a 4-cyl. Chris-Craft for an auxiliary.

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FOR SALE: New Monk Designed Hull 39'x14'. Sleep 4 — 1000 gal. Fuel, 15 Ton Hold, ready for engine. 41' Monk designed Double End Troller completed 1955 — 4 cyl. G.M.C. Dsl 10 Ton refrigerated hold, Radio, Pilot, Fath. $18,500. 83' Seiner, 240 Atlas, 60 H.P. Catepillar Aux. 100 T Sardine $17,500. Four Diesel Net Boats $10,-13,500. FRANK SIMON ASSOCIATES, P. O. Box 834, Berth 205A, Wilmington, Calif. TE 5-3101.

SALE OR LEASE 7500 sq ft new dock, creosote piling and caps built for fish dock, some building started. 20 minutes from bar southern Oregon harbor. Big opportunity for right person. Write Box No. 354 PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle, Wash.

FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRVILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Radio Dock, 901 19th Avenue, Oakland, California; Telephone KEllog 2-8158.

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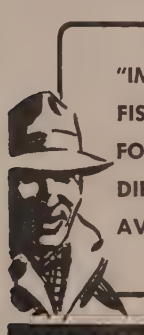

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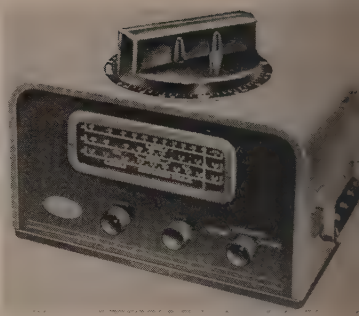

Raytheon's new Model GM-114-B "Lo-Loop" Portable Radio Direction Finder.

New Model Raytheon Portable Direction Finder

Raytheon Mfg. Co.'s new model, GM 114-B "Lo-Loop" portable direction finde the manufacturers say, establishes a ne high in marine portable radio sensitivity Even with new design improvements, the state that it is the lowest-priced marin radio receiver with dependable direction finding features.

It operates from either a self-containe battery or other 115-v. AC-DC powe source, and is as simple to operate as an portable radio. A dependable source fo standard A M broadcasts and marine short wave, reception on the Coast Guard bea con band provides for quick and accurat determination of position. The direction finding feature, a 2" high rotating "lo loop", includes a compass scale to indicat azimuth bearings; while an accessory nul meter with standard plug can be easil installed in any convenient viewing loca tion. This, with the rotation of the "lo loop", provides sharp definition of th true bearing for position charting.

Merchants Refrigerating Co. Building New Warehouse

Arthur N. Otis, president of Merchant Refrigerating Co., announces the start o construction of a refrigerated warehous for the company on a 27-acre tract o the north side of Page Boulevard, Vinit Park, Mo.

The structure, 430 by 260', will contai approximately 1,300,000 cu. ft. of refriger ated space with a temperature of 10° belo bero. There will be freezing tunnels wher food can be frozen at 40 to 60° below.

Particular emphasis has been placed o an efficent materials handling layout. A commodities will be handled to and fro trucks and refrigerated cars on pallet A system of pallet exchange will minimiz handling and delay in loading and unloac ing.

A separate building connecting to th warehouse and containing about 450,0 cu. ft. of refrigerated space will be leas for the handling and distribution of froze foods.

The warehouse will be served by th Terminal Railroad Assn. Merchants R frigerating Co., a coast-to-coast firm, h nine other large refrigerated warehous located at New York City; Jersey Cit Newark; Buffalo; St. Louis; Hopkin Minn., and Modesto, Calif.

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MARINE WAYS — REPAIRS
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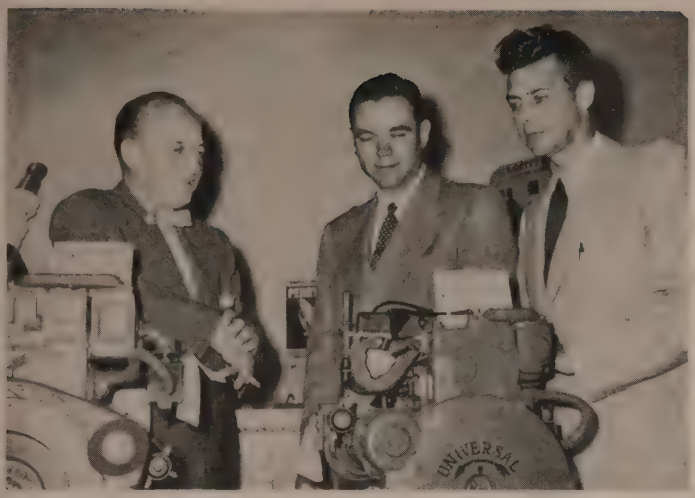
HARBOR BOAT BUILDING CO.
Fish Harbor — Terminal Island, California



E. G. Henderson (left), vice-president and general sales manager, Universal Motor Co., Oshkosh, Wis., discussing North Pacific Coast marine propulsion matters with Arthur H. Nelson, Universal factory representative at Seattle, and Donn W. Cripe, Manager of the Pacific Marine Supply Co.'s engine department. Mr. Henderson in July made a visit to the Universal distributors in Seattle and Vancouver, B. C.

.ongmuir Succeeds Carew With Seattle Marine Office

James S. Longmuir, who has been connected with the Seattle department of the Marine Office Of America for 18 years, his summer succeeded his former chief, Paul A. Carew, as manager.

Mr. Carew retired after 35 years as manager of the Pacific Northwest operations of the Marine Office of America.

Mr. Longmuir, who is a former president of the Board of Marine Underwriters in Seattle, will have Douglas L. Cowan as his assistant manager.

Daniel J. Webster (right), mnaager of marketing, Raytheon Manufacturing Co., Waltham, Mass., conferred in Seattle in July with Howard Ganson, Raytheon's new district manager in the Pacific Northwest.

Raytheon Appoints H. Ganson District Manager at Seattle

Howard Ganson has been appointed district manager for the Raytheon Manufacturing Co. at Seattle, coming to the Pacific Northwest from Chicago where he held a similar position for Raytheon in the Great Lakes area. He succeeds Roger W. Mackay, who is now district manager for Raytheon's southeastern region, located in Atlanta, Ga.

Mr. Ganson is enthusiastic about the possibilities for marine electronics business in his new district, which includes Washington, Oregon, Montana, Idaho, Wyoming, Alaska, and British Columbia, Yukon and Alberta in Canada.

Daniel J. Webster, manager of marketing for Raytheon at Waltham, Mass., was a Seattle visitor late in July, coming up the coast from Wilmington, Calif., where he conferred with J. L. Lovett, district manager of the company's southwestern region.

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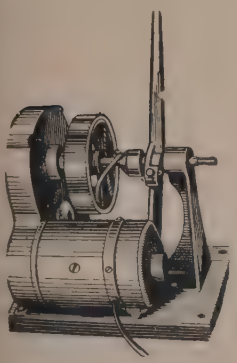
for True-Course Automatic Steering



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Standard Engineer's Field Report

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PRODUCT RPM Delo Marine Oil
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"Practically no wear" on heavy-duty engine after 51 months tough service

"IT'S THE CLEANEST TWO-CYCLE ENGINE I'VE SEEN," said Port Engineer Tom Davidson, when he inspected the MV Wando's 1800 HP Fairbanks-Morse diesel after four years of rugged work for Puget Sound Tug & Barge Company. The engine used RPM DELO Lubricating Oil since its purchase from war surplus in 1950.

Mr. Davidson reported there were "No clogged lands or stuck rings, practically no ring, liner, bearing wear or carbon deposits". This 10-cylinder diesel was so clean, original paint was still visible on case interior in spite of 5,056 logged hours, many of them in extended ocean voyages. The Wando once travele from Seattle to Baltimore, picked up a large ferry and towed it back to the Pacific Northwest.

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Why RPM DELO Oils prolong engine life

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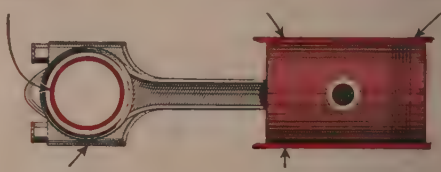
Anti-oxidant resists lacquer formation

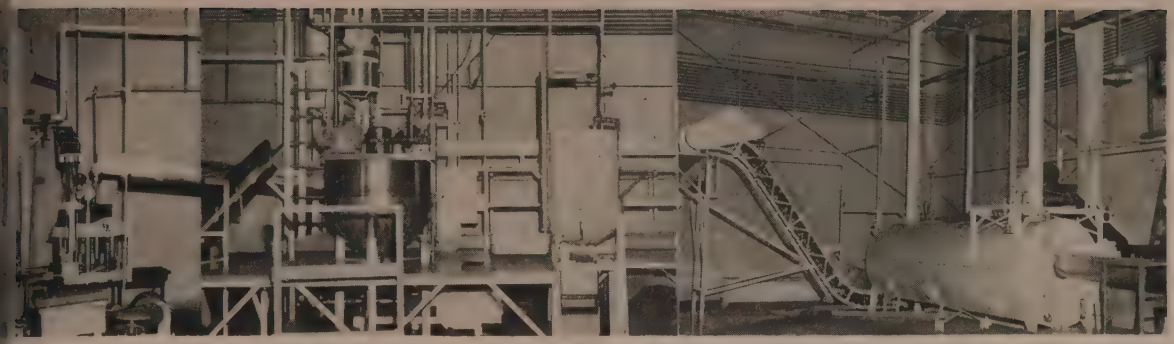
Detergent keeps parts clean



Inhibitor resists foaming

Metal-adhesion qualities keep oil on parts in running or idle engine

STANDARD OIL COMPANY OF CALIFORNIA



A-NOODLE LINE—Here is the Van Camp line for packing a special ary ration of tuna, noodles, peas and peppers. Flow of materials om the right, where noodles pass through a continuous blancher then are elevated to a stainless steel belt, where sauce and peas are added from the kettles shown. The tuna arrives in chunk form by conveyor shown at the left of the middle picture. Cans are filled by an FM piston machine at the left, and closed in a Canco seamer partly shown at the extreme left.

ea Product for C-Rations

or "sea rations" for the United es Army, Van Camp Sea Food npany, Terminal Island, is packing a-noodles-and-vegetables. Operat- at the rate of 4,000 to 6,000 cases month, first contract was com- ted in June. Van Camp Sea Food mpany was the lowest bidder on contract.

The 11½ oz. cans, conforming with my specifications, are packed in es of 48s and the cans are sup- d by the American Can Company, Army specifications with special quer on the outside to give the a longer "shelf" life. Inside enamel especially formulated for tuna-and- odles canning.

The amount of tuna in each can generous: 3-3.5 oz., and Van Camp d only Yellowfin, chunked.

The processing: Noodles pass from hopper to screw conveyor through Food Machinery continuous rotary t water blancher, with a Reeves ctric drive (the entire line is con- uous and electrically driven). By MC gooseneck elevator conveyor, the noodles are carried to overhead hopper and then are dropped on a stainless steel belt at the end of which oil is added by injector.

Working on the conveyor belt is an FMC measuring drum for controlling the amount of noodles. A second measuring drum regulates the amount of chunked tuna to be used in the mixture of noodles and sauce.

A Waukesha sanitary pump regulates the pumping of the sauce, which is pre-mixed in a stainless steel kettle with electrically operated mixer. Peas, frozen, are cooked in a stainless steel kettle before they are added to the sauce kettle, to which is also added dehydrated peppers.

The sauce is a blend of vegetable oil, non-fatty dry milk solids, wheat flour, salt, and water.

Yellowfin loins pass through a Luthi chunk-cutter, and chunks are mixed with sauce and noodles in a screw conveyor before the mixture is dropped to an FMC M&S filler.

From this piston filler, cans go by chain conveyor to the American Can Company closing machine, after an inspection by a cannery worker, then to a hot water bath and to the retorts for final processing.

The final tuna product can either be heated closed, in boiling water, or placed open over a flame.

Following completion of the initial contract and satisfactory reaction to the product in use, additional contracts were placed this summer.

Van Camp Sea Food Co. received a contract to provide 464,160 more cans of the tuna specialty product. Star-Kist Foods, Inc., which developed tuna-and-noodles in its laboratory on Terminal Island, has completed one contract of 432,000 cans and is now engaged in packing another order for the same amount.

Work was started at Crescent City recently on the construction of a new dock to replace the former Paul's Cannery landing on property leased by the city to the Marine Ways & Shipping Co.

The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

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Sinclair Says—

● **"If we can have both fish and power—and it can be proved to the fishing industry's satisfaction that it's beyond all doubt—that's very good; but if there's a choice of fish or power, there will be no power development."**—Honorable James Sinclair, Dominion of Canada Minister of Fisheries.

Sockeyes or Kilowatts?

● Concern over the proposal to divert water of the Columbia River into the Fraser watershed for power purposes was expressed by members of the International Pacific Salmon Fisheries Commission at a summer conference at Ottawa with General A. G. L. McNaughton, head of the Canadian section of the International Joint Commission.

Technical details of the proposal, according to official statements, are that 15,000,000 acre feet of stored Columbia water be diverted during the low-flow months in the Thompson and Fraser Rivers.

"This stored water," said the Fisheries Commission, "together with the natural runoff of the Fraser and Thompson Rivers, would be utilized for power development by the construction of a series of low-head dams, presumably below 200′ in height. The statement has also been made that dams up to 200′ in height would not be detrimental to the salmon resources of the Fraser. Our data does not bear out this latter conclusion.

"We are concerned first and foremost with the effect of *any* dam, regardless of its height, on the upstream movement of mature Sockeye, continued the statement. "In 1954, an escapement of 1,250,000 Sockeye passed up the Fraser River in 24 hours, and it is anticipated that in future years when the Quesnel run is restored similar phenomenal escapements to the Upper Fraser will occur.

● *DELAY DANGEROUS* — "Even though the fishways at Hell's Gate are probably the most efficient in the world, and approach hydraulic perfection, the 1954 escapement to Adams River was delayed approximately four days at this point.

If a series of dams were constructed in the Fraser Canyon and the Thompson River, the cumulative delay at each dam of the large escapements that are the mainstay of the rehabilitated resource would eventually destroy the affected populations. This would happen regardless of the heights of the dams and regardless of the effectiveness of the fishways constructed to pass the migrating fish.

"The delay in the upstream migration of mature adults is serious in itself, but several other known effects must also be considered. Well-organized studies of mortalities occurring at a dam 180′ in height located in the state of Washington revealed spillway mortalities, in the case of seaward migrated salmon fingerlings, of approximately 8% and turbine mortalities of 30%. It is doubtful whether these mortalities can be reduced by changes in the design of the dam or turbines, and such losses become cumulative at each structure. The returning adult population will be reduced by the same percentage of mortality that is

effective on the fingerlings en r
to the sea. Experimental method
guiding seaward migrants to safe
sage as they approach the hy
electric structures are well develo
but the problems are so complex
complete success appears impos
and practical success is many y
away, if obtainable at all, in river
the size of the Fraser and Thomp

● *ADVERSE RESULTS*—"At
two other factors may adversely a
the production of Thompson R
Sockeye. The release of 15,000
acre feet of water into Shuswap
during the cold winter months w
completely replace the reservoir
pacity of the principal rearing ar
the Sockeye produced in this w
shed. As this replacement could,
probably would, completely ch
the limnological structure of th
and possibly the ecological balan
well, extensive study would b
quired to assess its full effect s
at present we can only conje
what it might be. The second
is the temperature-structure char
the migratory channel which
result from dam construction.
again we cannot assess the effe
this time, but we cannot overlo
measured sensitivity of the Sock
its environment and the fact that
fish have genetically adapted
selves to existing conditions duri
almost countless generations tha

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Captain Bill Webb is well known as a sport fisherman from Ocean City, Md., to Bimini in the Bahamas. Last year, he decided to have a new fishing cruiser built, using everything he had learned in his many years of ocean fishing. Result: the 42-ft. *Jackbil* with long-leaf-pine framing, juniper planking, teak decks, all controls in semi-flying bridge with unrestricted view fore and aft — and two dependable Chris-Craft Marine Engines that provide a top speed of well over 21 mph!

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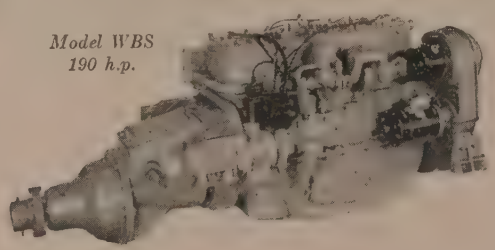
190 h.p.



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utilized the watershed for reproductive purposes."

The Commission also pointed out that while Pink salmon are not within its jurisdiction, this species would be similarly affected. It expressed the hope that the proposed diversion would prove to be "the least desirable" method of developing Canadian power using the Columbia River, and that physicists and engineers will find a means of developing a thermal source of energy which is more economical than the rapidly rising cost of hydroelectric construction.

● *ECONOMIC ASPECT*—"The effect of delay at the proposed dams," stated the Commission, "regardless of their height, and the probable inability of the scientists to elminate downstream mortality, combined with the possibility in such a situation that other dams may be built eventually on the Upper Fraser, raises the serious question of whether the required tens of millions of dollars should be spent in attempting to provide effective fish-protective facilities.

"On preliminary inspection of the proposal, we would be extremely hesitant to recommend fish-protective facilities in what would easily be a futile attempt to save the great Fraser River Sockeye salmon industry, if the Fraser and Thompson systems are to be fully dedicated to power development. The production of Fraser River Sockeye is worth $26,500,000 annually on a potential basis and $15,500,000 on a current basis. The other species, of course, add materially to the total annual value of the Fraser River salmon industry."

Dr. R. W. Clough Retires From N.W. Branch, N.C.A.

Dr. Roy W. Clough, senior chemist and assistant director of the Northwest Branch, National Canners Association, in Seattle, retired August 1 after 36 years of outstanding service.

After nine years as food chemist with the former U.S. Bureau of Chemistry in Seattle, Dr. Clough joined the N.C.A. in 1919 when, on request of the Northwest fish canners, the Northwest Branch was established to help with their technical problems. With Dr. E. D. Clark, director of the branch and long secretary of the Association of Pacific Fisheries, and the late O. E. Shostrom, he contributed invaluable service toward standardizing the inspection of canned seafoods; developing the inspection service and the "Better Salmon Control Plan"; working out methods of detecting decomposition; determining the nutritive values of canned salmon, and in many other ways furthering the prog of the industry.

On the eve of his retirement Clough was guest of honor luncheon given by the staff, at w other guests were Guy V. Grah vice-president of Libby, McNeil Libby in charge of their salmon sion, who is chairman of the N.C fish products committee and of advisory board of the North Branch; and George Steele, man of the N.C.A. fish products com tee, who was returning from a of canneries all over Alaska. In retirement Dr. Clough expects spend considerable time traveling

During his long service Dr. Clo has won the universal high res and friendship of the industry, as a scientist and a man of ste integrity and fair-mindedness, and be greatly missed by those who had contact with him.

The occasion seems fitting to r a tribute given years ago by s anonymous member of the sal sales fraternity:

"A man beloved by every sal seller,
Though oft' his findings put t "in the rough",
Is that illustrious expert salmon s Doctor Ray W. Clough."

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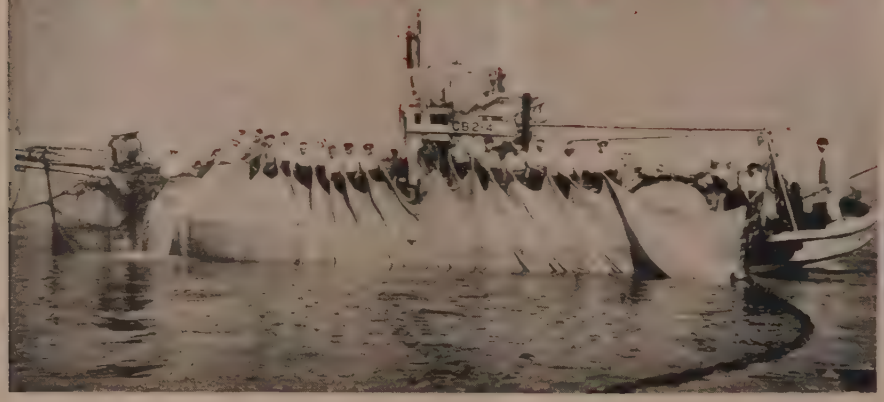

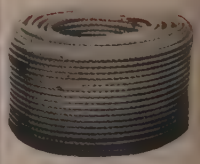

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6. Easily Dyed. Dyeing for decay-proofing is not necessary, but if colored nets are desired, KURALON is color absorbent.
7. Low price. KURALON is priced much lower than earlier, ordinary synthetic fiber nettings.

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. F. Goodrich Maintains Lively nterest in Salmon at Age 83

A real old-timer of the Puget Sound d British Columbia salmon industry, no recently called at the office of *cific Fisherman,* is Charles F. Goodch, father of Henry Goodrich, vice-esident and eastern seaboard repre-ntative of the New England Fish)., and Horace Goodrich, manager the London Fish Co. and Colonial ckers, Ltd., of Vancouver, B. C.

Though retired for more than ten ars, Mr. Goodrich is hale and hearty the age of 83. For the last few years and Mrs. Goodrich have been liv-g in Seattle near their daughter, Mrs. arvey L. Tibbals, in a home over-oking Lake Washington — and last ll, incidentally, they celebrated their xtieth wedding anniversary. For me 33 years before coming to Se-tle they were residents of Victoria, C.

Mr. Goodrich has vivid memories the great Sockeye run of 1913, aving joined the late Ed Sim's Hill-de Canning Co., Port Townsend, as ffice manager a couple of years be-re. In 1914 he, along with Horace

CHAS. F. GOODRICH

Sims and Peter Graignic, became financially interested in Hillside; and a few years later they acquired salmon canning interests on Vancouver Island.

There they organized the Sooke Harbour Fishing & Packing Co., with Horace Sims as president, Mr. Graignic vice-president and Mr. Goodrich secretary-treasurer. They had some traps at Sooke (the only B. C. area open to traps), and operated a cannery there till after the disastrous 1921 season. From then to 1943 only the traps were operated; the fish being canned under a joint arrangement with J. H. Todd & Sons, who finally bought the property. Mr. Goodrich became president of the Sooke Harbour company after the death of Mr. Graignic and Mr. Sims in 1929, and continued to live in Victoria until 1952.

Discussing the 1913 Sockeye run, Mr. Goodrich recalls that these fish then brought the fishermen 15c *per fish*: Pinks were 1½c *each,* and many were discarded at the peak of the Sockeye season.

Visiting the Pacific American cannery at Bellingham during the 1954 run, he declared the recovery of the Sockeye resource was "marvelous," and expressed regret that Al Hager, head of The Canadian Fishing Co. and one of the most enthusiastic members of the International Sockeye Commission, didn't live to see it: recalling Mr. Hager's remark when the Sockeyes began to pass Hell's Gate: "The little beauties are worth their weight in blue-white diamonds."

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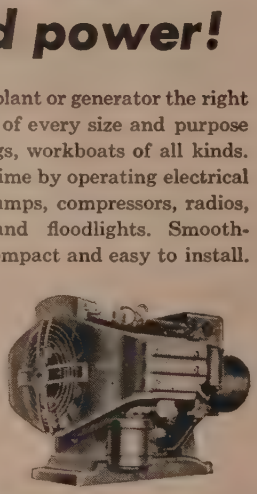
Diesel-powered—5,000 watts A.C. (shown at right), 3,000-watt A.C. and 3,000-watt, 32-volt battery charger.

ONAN Water-cooled plants
Gasoline-powered—400 to 3,000 watts. A.C., battery charging and dual-purpose models. Diesel-powered—3,000 watts A.C. and dual-purpose A.C.-battery-charging model.



Model 3DSP, 3KW Diesel-powered

Air-cooled models: 500 to 10,000 watts

Separate Generators 1½ to 35KW

Write for Folder of all Marine plants

D. W. ONAN & SONS INC.
3765 University Ave., S. E., Minneapolis 14, Minnesota

MARY ELIZABETH

LENGTH: 48' **BEAM:** 14'
OWNED BY: *LaTerre Company of New Orleans, La.*
BUILT BY: *Covacivich Shipyard of Biloxi, Miss.*
SHAFT: *Monel*
RUDDER STOCK: *Monel*
TANKS, FASTENINGS: *Monel*

Monel means
rugged service, easy upkeep

Biloxi lugger type hull held tight with Monel fastenings throughout

Covacivich Shipyard built the hull of the patrol boa *Mary Elizabeth* along the lines of a Biloxi lugger.

She has to be *rugged*. So, to beat corrosion, they use Monel. Nuts, bolts, and washers of Monel . . . fastenings fo keel, frames and floors. Anchorfast nails of Monel . . . t keep planking put. Shaft, rudder stock, fuel and wate tanks? Again, Monel.

LaTerre Company, owner of the *Mary Elizabeth*, did th fitting out. They want her to be snug, safe, and well-fount with the least work for all hands. So they used Monel she for shower pan . . . cast Monel and Rigid-Tex Monel she for the galley stove.

All over this boat, Monel stops corrosion — preven trouble and expense. When rust and corrosion spoil *you* metal equipment, ask your own boatyard to refit with Mone

THE INTERNATIONAL NICKEL COMPANY, IN
67 Wall Street New York 5, N.

INCO TRADE MARK **Nickel Alloy**

Monel *"...It's the Seagoin' meta*

"Monel", "Anchorfast", and "Seagoin' " are registered trademarks of The International Nickel Company, Inc.

LKING TUNA—Miguel Corro, new chairman of the Inter-American Tropical Tuna Commission, the left, is First Secretary of the Ministry of Commerce and Industry of the Republic of Panama. is talking with Gordon Sloan, center, and John L. Farley, members of the United States ction. Mr. Sloan is an Astoria, Ore., attorney and Mr. Farley is director of the U.S. Fish and ldlife Service.

4 Nations Observe Workings Of Pacific Tuna Commission

With Panama participating for the st time, and Chile, Colombia, icaragua, and Peru sending official bservers—and the latter two nations ientific observers as well, the regur meeting of the Inter-American ropical Tuna Commission was held Panama this summer, and resulted the election of Miguel A. Corro f Panama as chairman of the comission for the ensuing year. Jose . Cardona-Cooper of Costa Rica was osen secretary.

The evidence of interest in the ommission's work on the part of ther Latin American countries was garded as thoroughly gratifying; and anama was warmly welcomed to full articipation in the Inter-American nterprise.

Dr. M. B. Schaefer, director, reorted substantial progress with reject to determination of the condion of tuna stocks in the eastern acific; and said that in the field f bait fish there were encouraging gns that the commission effort to estore the anchoveta stock in the Gulf of Nicoya by transplant were uccceeding. Positive knowledge of uccess has not yet been established.

Anchoveta stocks of the Gulf of anama are in healthy condition, he eported, with no evidence of overishing.

Bait fish studies will continue to e an important part of the comission's revised biological studies, which will also include tuna tagging; oceanographic studies; studies of life history and population structure of the tuna; and statistical studies related to determination of changes of abundance in the tuna population and in the yield of geographical sub-areas.

Next meeting will be held in Washington in March, followed by the 1956 annual meeting in Southern California in July.

Meletio's Golden Dipt In New Location

Jack Meletio, President, Golden Dipt Division, Meletio Company, announces that the company's offices have been moved to their new location at 138 Merchants Exchange Bldg., 111 North Memorial Drive, St. Louis. Mr. Meletio states that this move to larger quarters is being made to enable them to serve their many customers better and quicker.

Record Blueback Count At Bonneville Dam

This year's count of Blueback salmon ascending through the Bonneville fishways broke all past records at the end of July, when it reached 236,862 fish. The annual count began in 1938, and the previous high record was 235,215 in 1953. The lowest year's figure was 9,501 in 1945.

You can bet your last FIN on **Archer "S"** America's finest Soybean Salad Oil

If you'll *taste—smell*—and *try* Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

These processors know that Archer "S" *keeps* the delicate tuna flavor. Helps build customer demand for their products—fast! That's because Archer "S" is refined and deodorized by a continuous ribbon process . . . cannot vary in quality. Every time you order Archer "S" Soybean Salad Oil, you get the *same* clarity of color . . . the *same* purity and blandness.

Archer "S" Soybean Salad Oil

Archer-Daniels-Midland co.

700 Investors Building, Minneapolis 2, Minn.

Where Salmon and Tuna Prices Are on Index

Lightmeat tuna prices currently are given an index of 90.1 on the U.S. Fish and Wildlife Service Wholesale Average Price Index—based on a figure of 100 for the average prices in the period 1947-9.

In April, 1954, tuna stood at 91.6; and a year ago at 95.5.

In these figures can be found a fundamental answer to the problems besetting the tuna industry's economy.

Pink salmon, on the other hand, has been steady at 109.6 for the last quarter-year, as compared with 99.1 a year ago.

Current index for canned fishery products generally is 98.3, where a year ago it was 95.4.

Don Miller Advances On Canfisco Staff

Don Miller, who has been in British Columbia's fishing industry since 1937, apart from years he spent with the Canadian Navy and at the University of British Columbia, has been named executive assistant to the president of Canadian Fishing Co., Vancouver, B. C. He recently returned from studies at the Massachusetts Institute of Technology under a Sloan Fellowship, following in the steps of another Canfisco executive, Robert Payne, who is now managing J. H. Todd & Sons.

DON MILLER

Mr. Miller was with the Anglo-B.C. Packing Co. before the war for several years. After service with the navy he completed his education at University of B. C. and then joined Canadian Fishing Co., where he specialized in industrial relations before assuming his present post as executive assistant to Roger T. Hager, Canfisco president.

R. D. Ladd Covers Alaska Canneries Intensively

Robert D. Ladd, general mana of the Pacific Marine Supply Co., turned to Seattle in August after of the most comprehensive custo contact trips ever made in the l history of that supplier of the ma and fishing industries.

Leaving June 23, and taking list of active cannery operations p lished in June *Pacific Fisherman* a check-list, he covered virtu every active cannery in the territo Beside that, he found time to call PMS dealers at numerous ports, also to contact customers in the m ing and forest product industries well.

The trip took him as far north Kotzebue and as far west as Fa Pass.

Mr. Ladd was accompanied much of his travels by either J Sheldon or Les Florence, Pacif Marine sales representative statio in Alaska, Mr. Sheldon with he quarters at Anchorage and M Florence at Ketchikan.

* * * *

Kuban, California Shellfish C San Francisco, has been fitted wit Bendix depth recorder, purcha from Mercury Marine Electric, Fi ermen's Wharf.

10 DAY FREE EXAMINATION . . .
1955 FOOD PRODUCTS DIRECTORY

THE BLUE BOOK OF FOOD PACKERS AND DISTRIBUTORS

Lists canners, glass packers, freezers, dry and specialty food packers—alphabetically by state, with names and titles of officials, products packed, brand names, branch plants.

Classified list of individual food packs; names of companies packing each product.

Wholesale grocers, chain wholesalers, distributors and jobbers, exporters and importers, frozen food wholesalers —each category listed alphabetically by state.

Brands and labels listed alphabetically—name of owner and user, distributor brands.

Brokers and Sales Agents—types of products sold, labels owned—alphabetically by state.

Machinery manufacturers, jobbers and distributors; packaging equipment and supplies, materials handling equipment; power transmission equipment; pipes, valves fittings, traps; special services.

548 PAGES • CLOTH BOUND • 9¼ x 12 • THUMB INDEXED • $15 PPD

FOOD PRODUCTS DIRECTORY—121 2nd ST., Room 732, SAN FRANCISCO 5, CALIF.

Send us postpaid the U. S. FOOD PRODUCTS DIRECTORY for FREE examination. After 10 days we wi remit $15 on your invoice or return the directory for full credit.

Name . . . . . .

Company . . . . . .

Address . . . . . .

City . . . . . **Zone** . . . . . **State** . . . . . .

'OOD FISH
IARKETING
ction of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

September, 1955

California Canned Tuna Pack — June, 1955

(In cases of 48 cans, except as indicated)

ite Meat	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
lb.	337	...	...	...	...	...	...	337
½ lb.	39,025	...	4,813	15,722	...	...	...	59,560
¼ lb.	2,849	...	...	...	...	...	...	2,849
OTAL in ½ lbs.	...	...	...	...	...	...	...	61,568
nt Meat								
lb.—12s	113	...	...	...	...	...	...	113
lb.	182	311	6,090	82	...	...	...	6,665
½ lb.	178,661	4,424	554,116	126,216	6,664	7,815	...	877,896
¼ lb.	14,867	...	24,256	...	...	5,272†	...	44,395
½ lb.	...	...	...	...	...	...	6,186	6,186
OTAL in ½ lbs.	...	...	...	...	...	...	...	922,472
nito								
½ lb.	...	...	...	61	...	...	...	61
OTAL in ½ lbs.	...	...	...	...	...	...	...	61
TOTALS	236,034	4,735	589,275	142,081	6,664	13,087	6,186	‡984,191

*Tuna Specialty Products, converted to ½ lbs.
†¼ lb. (100s)
‡Total case pack converted to ½ lbs.

SEATTLE MARKET

Prices openly quoted at presstime, f.o.b. cific terminals, for cases of 48 cans, advertised brands. Advertised brands of ne principal items are priced somewhat gher.

aska Red or Soc., talls	$31.00
aska Red or Soc., halves	$17.00-17.50
aska Red or Soc., quarters	10.50
t. Sockeye, halves	18.00-18.50
t. Sockeye, quarters	10.50-11.00
l. R. Chinook, fcy., halves	20.00-20.50
l. R. Chinook, fcy., quarters	11.50
l. R. Chinook, select, halves	15.00-15.50
pper R. Chinook, halves	16.50
aska King, talls	26.00
aska King, halves	15.00
t. Coho, Ocean, 4-lbs.	25.50-26.00
t. Coho, Ocean, talls	25.50
t. Coho, Ocean, halves	14.50-15.00
t. Coho, Ocean, quarters	9.00
nk, Alaska, talls	21.00
nk, halves	13.50-14.00
um, talls	17.00
um, halves	9.50

oluntary Tuna Quota roposed by Japanese

Ichiro Kono, Japanese Minister of griculture and Forestry, before arting his European trip asked the Tuna Export Planning Conference" map out a basic pattern of yearly panese frozen and canned tuna ex-orts to the United States, so that might be informed at contem-ated discussions with U.S. officials d tuna interests during his visit to is country at Washington Aug. 29 Sept. 15.

Japan, it is said, is quite willing to dopt a strict voluntary control of na exports, but objects to a forcible ntrol by an official U.S. quota.

Japanese Export Salmon Canners Organize

Main function of a new organization styled Japan Export Canned Salmon Manufacturers Association will be adjustment and regulation of the volume of seasonal production and selling prices. A sales adjustment committee was to be formed to deal with this year's pack, but no joint selling organization seemed probable.

It was decided that regular members should be limited to operators of salmon motherships. Nippon Reizo Co. participates as an "adviser", and Hokkaido Canned Food Industry Co-operative Association as an "observer".

New-Pack Salmon Arrivals Meet with Active Demand

With current canned salmon production in Alaska lagging, week after week, farther and farther behind last year's light output, and discouraging indications for what remains of the season, the market, pricewise, stiffened up considerably during late July and early August.

The greatest evident shortage is in Chums—whether compared with last year's abundance or with recent average; while returns from the Puget Sound Sockeye run were disappointing up to presstime, and far below last year. The Alaska Pink season was going into its last lap with little ground for encouragement. Puget Sound production was expected to relieve the shortage of this species materially, but is unlikely to bring the supply to a normal figure or anything like enough to meet requirements.

These conditions were naturally accompanied by a marked increase in spot demand, with a really urgent call for immediate shipment of most items; and some sellers were having difficulty in filling current orders, as the new pack has been coming in so slowly that supplies available for shipment have been quite limited. There was even some talk of "pro-rating" Alaska Pinks, but that was only temporary: there should be plenty for all early needs as the Puget Sound Pinks come to hand.

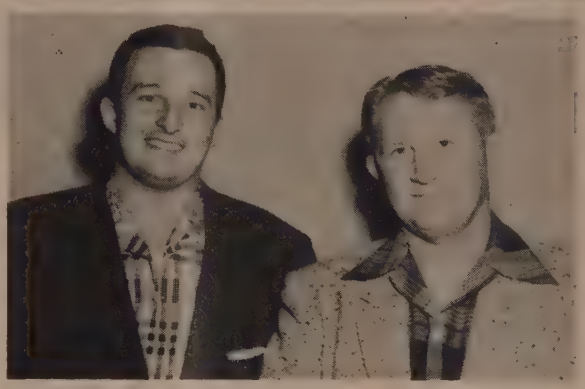
Orders for extended delivery are, thus far, less in evidence, with most buyers seeking to cover current needs only. On the whole, however, the volume appears really heavy as compared with the estimated supply, and it seems quite evident that the market will readily absorb the 1955 pack at present or possibly higher prices.

No formal opening prices had been announced up to presstime, and they may not appear until somewhat later than usual. Meanwhile, many of the "independent" operators have been reluctant to name prices on what they have, and this has restricted business somewhat. While there has been no lack of sales "at the market" (guaranteed against opening), a large part of the current business has been on a "firm at opening" or "S A P" basis. There has, indeed, been much uncertainty as to how to price the various items. Production costs, obviously, have been enormously increased by the short pack, and there is some tendency to look for further advances —but, on the other hand, many feel

that the price rise should be held within limits in the interest of continued popularity with consumers.

With old-pack pretty well sold out a month ago, and the new pack so small, Puget Sound Sockeyes are quite scarce for this time of year, and the price has taken quite a jump. Alaska Red halves seem in fair supply for the present, but they also are up $1.00; while Copper River Sockeyes are cleaning up, and hard to get at $17.50. The price of $29.00, at which some early Red talls were sold, was soon withdrawn, and they are now moving fairly well at $31.00. It is reported that no Puget Sound Sockeyes are being packed in talls, and it looks as if a large part of the Pink pack here will be in halves.

No great quantity of Pinks and Chums has yet been available, and sellers have been very reluctant to accept orders for them; but those that have been offered (especially the talls) have been going out about as fast as they could be prepared for shipment. For the present, the price of Pink talls seems well established at $21.00. Chum talls at first were offered at $16.50, but this was quickly withdrawn, and none can now be had below $17.00.



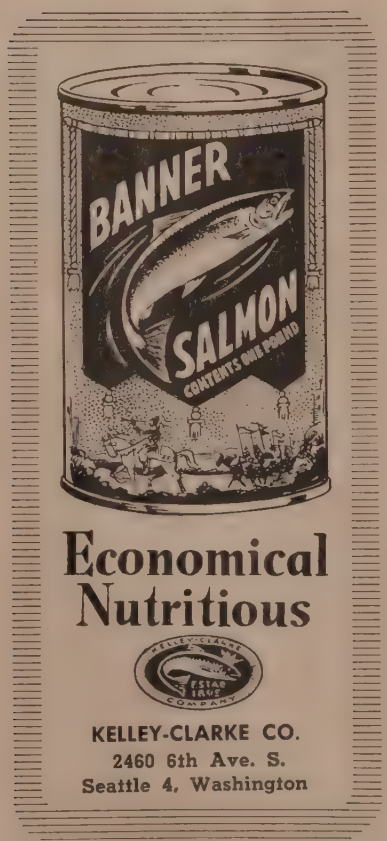
James Harvey Jr., Cent Fish & Oyster Co., L Angeles, and **Vict Elliott,** Shrimp Processo Company, Los Angele at a recent meeting the Southern Califor members of the Natio Fisheries Institute co cerned with shrim standards.

Whether or to what extent Pinks will suffer from competition of Japanese Pinks is quite uncertain. There have been reports of the Japanese goods being offered at Atlantic ports, duty paid, at $19.00-$19.50 for talls and $10.65, or perhaps as low as $10.50, for halves.

Considerable interest is taken in the reported issuance of British import permits for canned salmon August 8, and substantial business in that quarter, though it is understood that no new-pack trading will result until opening prices are set in both the United States and Canada. The permits now issued are said to cover about half the imports to be authorized from the 1955 pack.

Japanese Packers Cut Domestic Chum Prices

The campaign to promote the sale of canned Chum salmon in Japan is being stepped-up. July brought a second deep price cut by the "big three" packers—Nichiro Gyogyo, Taiyo Gyogyo and Nippon Suisan. The standard retail price of Nichiro "Daybreak" brand Chum halv (which prior to last spring sold more than 100 yen and were cut 85 yen in May) was reduced to yen or less, while Taiyo Gyogyo "Maru-Ha" brand was selling at yen, and Nippon Suisan's "Hinomaru brand at 55 yen. It was said that oth packers would before long offer the Chums at retail as low as 50 yen.



Economical Nutritious
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

BREAST-O'-CHICKEN TUNA, INC.
28th Street and Harbor Dr. San Diego, Cal.

America's best advertised brand of salmon

BUMBLE BE
Seafoods
COLUMBIA RIVER PACKERS ASSN., I
Astoria, Oregon

lational Fish Week—Oct. 3-8

National Fish Week — Oct. 3 ough Oct. 8—was really rolling as mer tapered into fall and this ional—*first* national—all-fish pro- tion launched—appropriately—by *tional* Fisheries Institute caught the erest of progressive merchandisers ough the industry.

Timing is interesting. Most fish pro- tions traditionally are booked for pre-Lent period, when good busi- s is to be expected.

This one is timed in advance of a t-demand period, the Holiday son, when fish consumption broad- slips to low level. Thinking is that en business is light is the best op- tunity for build-up.

This thinking led the Tuna Industry ouple of years ago to book National na Week for early November.

Now, with National Fish Week oc- ring a month ahead of the tuna nt, there'll be a one-two promotion nch in advance of the Holiday Season, when there's a fine opportunity to put an effective pry under per capita.

The N.F.I. project will support use of fish of all kinds and from all sections—imported as well as domestic —and has for its objective the broad-base build-up of the American per capita consumption, the field which the industry's economists recognize as the most promising for advance.

Maine Sardine Firm Sells in San Francisco

Maine Sardine Co. with canneries in Eastport and Addison, Me., has established sales offices at 25 California St., San Francisco, to service West Coast food stores.

The move was made in consideration of the large amount of the company's sardines currently shipped to the Coast and the possibility of further sales to national chain store buyers in San Francisco.

Ned Cory, national sales manager of the company, is in charge of the office.

How Much Halibut? LESS

● Supplies of halibut available for the 1955-56 selling season will be on a much lower level than last year.

Long evident to Pacific producers and dealers, this fact is just beginning to be accepted by the trade as *fact*. Previously reports of this probability had been received with tongue-in-cheek attitude by the weisenheimers.

How come? Isn't halibut fishing controlled by quota? Don't you catch the quota before you stop fishing? Doesn't that always give as much, or more, fish than the year before?

Yes, and no; mostly no.

Item 1. The Area 2 quota was far from filled last spring, due to bad weather and "scattered" fish. Failure to fill the quota did not became evident until too late to extend the season. Consequently, there was a sharp shortage.

Item 2: With the Area 3 fishing period originally set for longer than in some years past; and then *extended by a week*, with resultant stretching out of the fresh halibut season for weeks longer than last year, there has been a much longer period in which halibut could be sold fresh.

Item 3: Lower prices have contributed to the increased consumption of halibut fresh.

Item 4: The non-quota sub-areas have not been producing in volume comparable with 1954. This presumably is due to the fact that the fish available in these late openings were largely unfished stocks; and that obviously their level of abundance was reduced sharply by the heavy withdrawals in the fishery of 1954.

So, accept the reports of reduced halibut inventory as *statements of fact* and not sales ballyhoo.

PETERSBURG
Cold Storage Co., Inc.
PETERSBURG, ALASKA
Ralph Hall, Manager
Commercial
FREEZING and STORAGE
Excellent Facilities for Buyers and Fishing Boats
BAIT ICE
Radio Call KWO 28

Mild Cure Pack Increases

● With production tapering-off, the mild cure trade late in August took stock of 1955 production and found it running some 2,000 to 2,200 tierces above 1954,

Most of the gain was in Northern California, production from San Francisco north having run well above 1954. Moss Landing again was short, but other California centers did well enough.

Uncertainty about Albacore—save for the certainty that the price would be low—tended to keep many of the trollers fishing salmon, particularly in Northern California, and this supported production somewhat.

T. Hiratsuka Heads Salmon and Tuna Groups

Japan's "Tuna Export Planning Conference" and the "Japan Export Canned Salmon Manufacturers' Association" were recently inaugurated with Tsunejiro Hiratsuka, president of Nichiro Gyogyo K.K., Representative (Demo.) and president of the Japan Fishery Society, at the head of both groups.

The tuna conference, government-sponsored, was formally organized July 27, with Mr. Hiratsuka and Tatsunosuka Takasaki, cabinet member and chief of the Economic Planning Board, as official counselors; and Mr. Hiratsuka was then elected chairman of the Conference, which is seeking to harmonize the views of various elements in the Japanese tuna industry with the aim of developing plans of mutual benefit to both Japanese and American tuna interests. Mr. Takasaki, who has long been president of the Toyo Can Manufacturing Co., is temporarily acting in the place of Agriculture - Forestry Minister Ichiro Kono during the latter's tour of Europe and America.

The salmon export group held its organization meeting July 29, naming Mr. Hiratsuka as director-in-chief, with Kenkichi Nakabe, president of Taiyo Gyogyo K.K., and Kyuhei Suzuki, president of Nippin Suisan K.K., as vice-directors-in-chief.

The regular membership of the latter association are limited to nine companies actually operating mothership in the Aleutian and Okhotsk areas.

S.F. Sales Firm Shifts

Wm. B. Markey, formerly sales manager, Boyd-Collins Co., San Francisco fresh and frozen sea food brokers, has joined the sales department of Berelson, Inc., San Francisco food brokers, working in the sea food sales department.

Berelson, Inc., is the newest member to join the Northern California Seafood Institute, according to Joseph C. Tarantino, Bell Smoked Fish Co., secretary of the group.

Van Camp Operates Disneyland Restaurant

Consumption of canned tuna was given a big boost in August with the opening of the Pirate Ship Restaurant in Disneyland, 160-acre "magic kingdom" project by Walt Disney.

The Pirate Ship Restaurant is operated by Van Camp Sea Food Company to feature *Chicken of the Sea* and *White Star* products, such as tuna salads, tuna pies, tuna dinners and *Chicken of the Sea* and *Willapoint* oysters and oyster stews.

The opening of the Pirate Ship Restaurant is being supplemented by national and local advertising and in-store promotion.

The first year's attendance at Disneyland, in which the Pirate Ship Restaurant will, of course, share, is estimated at five million.

Max Jacobs Visits

Max Jacobs, who retired early this year after many years as manager of Pacific operations of Vita Food Product, Inc., with Seattle headquarters, spent a part of July there on his first visit since retiring. He now lives in California, where he can be near his daughters and their families.

Mr. Jacobs' coming brought a warm glow to the many who miss him in the fish business.

Burt McGovern III

E. B. (Burt) McGovern, head of McGovern & McGovern, Seattle canned salmon distributors, suffered a heart attack early in August, and at presstime was seriously ill in a hospital.

They Add Up To A Lot of Sales!

Oceanic
SALES COMPANY
3302 SMITH TOWER
SEATTLE 4, WASH.

the BRAND of DISTINCTION

Another
OXENBERG
Product

PACKED BY
INDEPENDENT SALMON CANNERIES, INC.
KETCHIKAN, ALASKA
Office: BELL STREET TERMINAL, SEATTLE 1

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
National and Local Representatives
Opening for aggressive salesman for our Los Angeles office
260 W. Bway, N.Y. 13 Tel: WOrth 2-7527
114 S. Central Av., L.A. 12 Tel: Michigan 2525

New *Salmon Packers' Register* Is Now On Distribution

Want to know "who's who and what's what" in the canned salmon business? — Who runs Oncorhynchus Packing Co.? Who is Keta Canning Co.'s secretary? Where does Kisutch Salmon Co. operate? Who bought that Anacortes plant? What canneries are on the Washington coast? Who is the Cold Bay Fish Co.'s selling agent? Who uses the "Nerka" label? What is the Salmon Sales Co.'s phone number?

You'll find the answers to these and other questions in the new (27th) edition of the SALMON PACKERS' REGISTER, just off the press and ready for distribution.

As the most convenient, complete and authoritative source of information in regard to the many concerns engaged in production and national distribution of canned salmon, the SALMON PACKERS' REGISTER has been recognized for almost forty years.

The REGISTER covers a broad field of information, all conveniently indexed for reference. The principal feature is an alphabetically arranged Directory of all salmon canners in Alaska, the Pacific states and British Columbia; listing a total of 152 operators actively in the business, of whom 137 (including 22 concerns new since 1952) are in the United States and 15 in Canada.

Also listed in the Directory are nine firms regularly engaged in freezership operation, preserving Alaska salmon for canning in other areas. Also—for the record—the list includes about forty concerns that have been discontinued, sold out, or changed their names since 1952, with information as to their successors, if any. From such records, running through succeeding editions of the REGISTER, it is possible to trace the history of almost any operation since the early 1920's.

Information on the operators listed includes their office and mail addresses, phone numbers and cannery locations, with notes concerning any canneries bought or sold since 1942, and present numbers of lines in each plant; names of company officers or proprietors, purchasing and selling agents and—in most cases—cannery superintendents and foremen; also their brands used for salmon of the various species, and products (if any) other than canned salmon.

The REGISTER also contains a separate Directory of all (36) active primary-market canned salmon Selling Agencies of national scope on the Pacific coast, with data as to their ownership, sales management, and brands used for salmon; a similar Directory of the twelve canned salmon Brokerage or Export firms in British Columbia; and a Directory of the associations of salmon canners, of which there are seven—all with complete notes as to addresses and phone numbers, officers, etc. These, like the directory of canners, show a number of changes since the last previous edition of the REGISTER, all revised up to date.

Another section of the REGISTER gives a list of the active canned salmon Brands used by packers and primary-market sales agencies, of which more than 800 are shown, with the names of companies using them. For convenience, the packers' and agents' brands in the new edition are combined in a single list, arranged alphabetically; and the brands, too, show numerous changes from the last edition.

In addition to the general Directory of canners, the operators are conveni-

New Edition

SALMON PACKERS REGISTER
Available Sept. 1st

Wholly new, revised to mid-1955, improved, extended, fully indexed, listing all salmon operators and distributors, with offices, officers, canneries, addresses, agents, brands and products.

Per Copy $5.00

An Indispenable Tool of the Salmon Industry and of all Those Who Sell to it.

ORDER COUPON

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Please send us copies of the new Salmon Packers Register at $5.00 per copy.
Check herewith ; Please bill

Name .....

Company .....

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NEW HIGHER POWER RADIOMARINE RADIOTELEPHONE "Golden Herald"

Model ET-8057

The new higher power "Golden Herald"—striking in styling—another leader in performance and design. Mahogany finish cabinet with gold-toned front panel adds richness to the interior of any craft. More channels—8 for transmitting and receiving. More power—100 watts input. Its wide 2000-3000 KC range covers standard harbor telephone and intership frequencies. An easily readable meter on front panel indicates correct transmitter tuning. Functional control grouping and separate power supply allows compact design. All aluminum cabinet construction for longer set life. 12-32-115 Volt DC or 115 Volt AC operation. See, hear—and you'll want the Radiomarine "Golden Herald" aboard your vessel this boating season.

RCA *SEE YOUR DEALER OR WRITE FOR HIS NAME!*

RADIOMARINE CORPORATION of AMERICA

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ently indexed in two ways—geographically by cannery locations, naming the packers with plants at each point, beginning on the Yukon River and running down to Eureka, Calif.; also according to office addresses, giving the name and street address (if any) of all those making their headquarters in each city, town or community.

Another feature is a concise description of the Pacific salmon fishing and canning districts and areas of the Pacific Coast, including British Columbia. Further, toward the back of the REGISTER is an alphabetical list of the principal executive, sales and operating Personnel of the industry, including many of the cannery superintendents and foremen: containing the names of all persons mentioned in the Directory sections (of whom there are some 640), with reference to pages from which their business connections can be readily ascertained.

As a handy reference book containing the up-to-date, authoritative information outlined above, the SALMON PACKERS' REGISTER is indispensable to all who wish to establish or maintain contact with the salmon canning industry—to know how to reach any packer or sales agency; who are the "key men" in any operation, or with what concerns anyone in the business is connected; what packer or sales agent uses a particular brand.

The REGISTER is gotten out in convenient desk or pocket size—about 4½ x 7 inches. Priced, as in the past, at $5.00 per copy, it is a profitable investment for anyone having use for information along the lines mentioned. It may be had only from *Pacific Fisherman*, 71 Columbia St., Seattle 4, Wash.

Halferty Buys Wharf On Lake Union

G. P. Halferty & Co. recently closed a deal for the purchase of the Jones wharf at 2700 Westlake Avenue North, Seattle, on Lake Union near the south end of the Aurora bridge. Guy Halferty, head of the company, says a number of improvements are planned in the property, which now includes a large warehouse and some offices; the purpose being to provide a convenient place for assembling supplies and materials, and mooring vessels, for the company's Alaska operations, which include salmon and clam canneries at Cordova, Kodiak and Juneau.

Several other salmon canning and sales concerns, which have been making their headquarters at this location, recently moved to 1500 Westlake North, and it is expected that several others will move at the close of the current packing season.

First-Half Tuna Pack Under 1954 Production

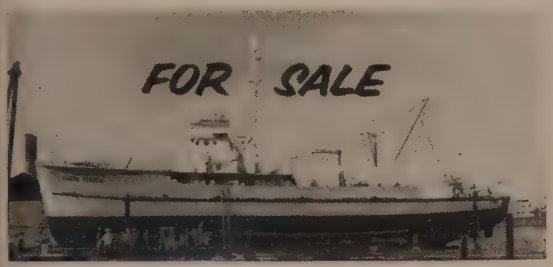
In the first half of 1955 California's tuna pack (including bonito and yellowtail) was down about 225,000 cases from 1954; but for the month of June the production was larger than last year.

Tonnage delivered to California canneries, January through June, was less by about 3,000 tons than in 1954. Of the total, imported tuna accounted for 31,742 tons, of which Albacore was 14,351 tons. In other words, imported tuna accounted for almost half of the pack in California during the first six months.

Tuna specialty packs dropped considerably, casewise, during the first six months of 1955: 20,555 standard cases as compared to 61,852 for 1954.

Canned Tuna Imports Less Than Last Year

Imports of canned tuna, both oil and brine packs, from such countries as Japan for the first four months of 1955 were less than for a similar period in 1954.



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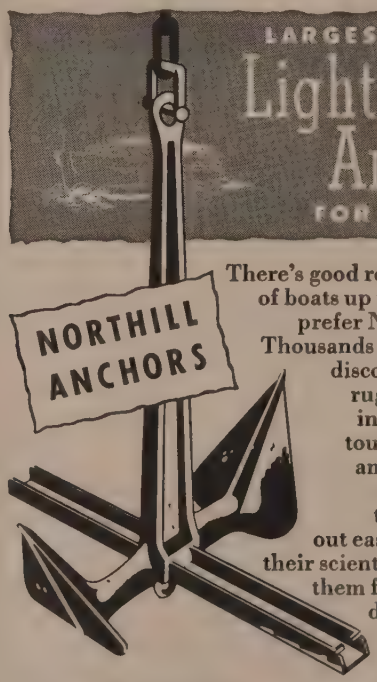

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California Tuna Operations — July, 1955

(Approximate figures for tonnage and total case pack)

San Pedro Species	Tons	San Diego Species	Tons	Combined Tons
Yellowfin	4,844	Yellowfin	2,886	7,730
Skipjack	1,390	Skipjack	1,882	3,272
Bluefin	305	Bluefin	75	380
Albacore	4,255	Albacore	1,645	5,900
Total	10,794	Total	6,488	17,282
Pack in Cases	583,299	Pack in Cases	288,015	817,314

A. J. Crosson Will Handle Van Camp Sales Promotion

Albert J. Crosson has been named the new sales promotion-advertising manager for the Van Camp Sea Food Co. His predecessor, Robert Debnam, resigned in July to accept a post with the J. Walter Thompson advertising agency in Los Angeles.

Crosson has been associated for several years with specialty products, such as tuna pies, oyster stew, etc., by Van Camp Sea Food Co., sold under the Chicken of the Sea label. He will work under Clarence Harris, sales manager.

Japanese Plan Survey In Argentine Waters

Late in October the Japanese Fishery Agency will dispatch its 1089-ton *Toko Maru*—a fine new vessel built last year—to Argentine waters for several months of fishery investigation. During the summer the *Toko Maru* was supervising high-seas salmon gillnetting in the North Pacific, but the Argentine expedition was contemplated before she was built.

In addition to the group of Japanese who recently went to Tierra del Fuego, further Japanese emigration to the Argentine fishing areas—in particular to Patagonia—is under consideration.

Bill Blackford Takes A Trick of Shore Duty

Capt. William Blackford, who has commanded the King crab trawlers *Deep Sea* for eight years in her Bering Sea fishing operations, announced this summer that he was giving up the command, together with his active duties with Wakefield's Deep Sea Trawlers, Inc.

He expects to be ashore more of the time than in the past, but retains his interest in the Wakefield company and continues a member of its board of directors.

Veteran Astoria Canneryman Passes

David Anderson of Astoria, brother of Joseph W. Anderson and the late Arthur Anderson, founder of the Columbia River Salmon Co., died suddenly July 10, following a stroke. Aged 62, he had been active in salmon canning most of his life. For 20 years in earlier times he was a tender captain for the former Warren Packing Co.; later, superintendent of the Columbia River Salmon Co. plant at Astoria, and more recently fish buyer at the Barbey Packing Corporation's Brookfield station.

Clark Succeeds Bates On Atlantic Commission

George R. Clark, deputy minister of fisheries for Canada, has been appointed a member of the International Commission for the Northwest Atlantic Fisheries, replacing Stewart Bates, who recently retired to become president of Canada's Central Mortgage and Housing Corp.

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Japanese Cut Export Price of Pink Salmon

Japanese salmon canners and exporters, who originally set the 1955 export price of Pink salmon halves at $17.00 per case (96), f o b—with talls at $15.50 and quarters (96) at $11.00—in July reduced the figure to the basis of $16.50 for halves.

As the season started they were considering a price of $18.50 but adopted the lower figure in view of expected abundance of Canadian Pinks and difficulty in trade negotiations between the Japanese and British governments. Even then it was found hard to sell Pinks in England in a package deal with Reds, hence the further reduction.

Last year Australia was a good outlet for Japanese Pinks, but now that the market is showing a strong preference for Reds. Meanwhile, Japanese Reds for export are steadily held at $30.00, f o b.

Canco Names Johnson Coast Sales Assistant

Appointment of Douglas M. Johnson to serve as assistant manager of sales in the American Can Company's Pacific Division headquarters in San Francisco has been announced by R. C. Stolk, vice president in charge of Canco's West Coast operations.

Prior to his new assignment, Johnson served as San Francisco district sales manager. He has been with Canco since 1946. He was a salesman in the Seattle and Los Angeles areas, prior to moving to San Francisco as district sales manager early in 1953.

Mr. Johnson, a native of Hoquiam, Wash., was a World War II Navy fighter pilot and served in the Pacific island-hopping actions at Guadalcanal, the Mariannas, and elsewhere, emrging from war-service with the rank of lieutenant commander in 1946.

Mackerel Fishermen Take Stand on Prices

Southern California's mackerel fishery went aground on price again in early August, when canners said they could process no more mackerel immediately, and boat owners took a stand on price as a result.

The Fishermen's Cooperative Association, after a meeting August 3, stated that canners adhering to the original marketing contract price of $42.50 for Jack and $45.00 for Pacific would continue to receive mackerel at these prices. Any other canners wishing to purchase mackerel from August to October 1, not adhering to the original contract, were to negotiate with the Fishermen's Cooperative on the basis of $50 for Jack and $55 for Pacific mackerel.

The AFL fishermen's union were in agreement with the Cooperative on the new arrangement, according to Association officials.

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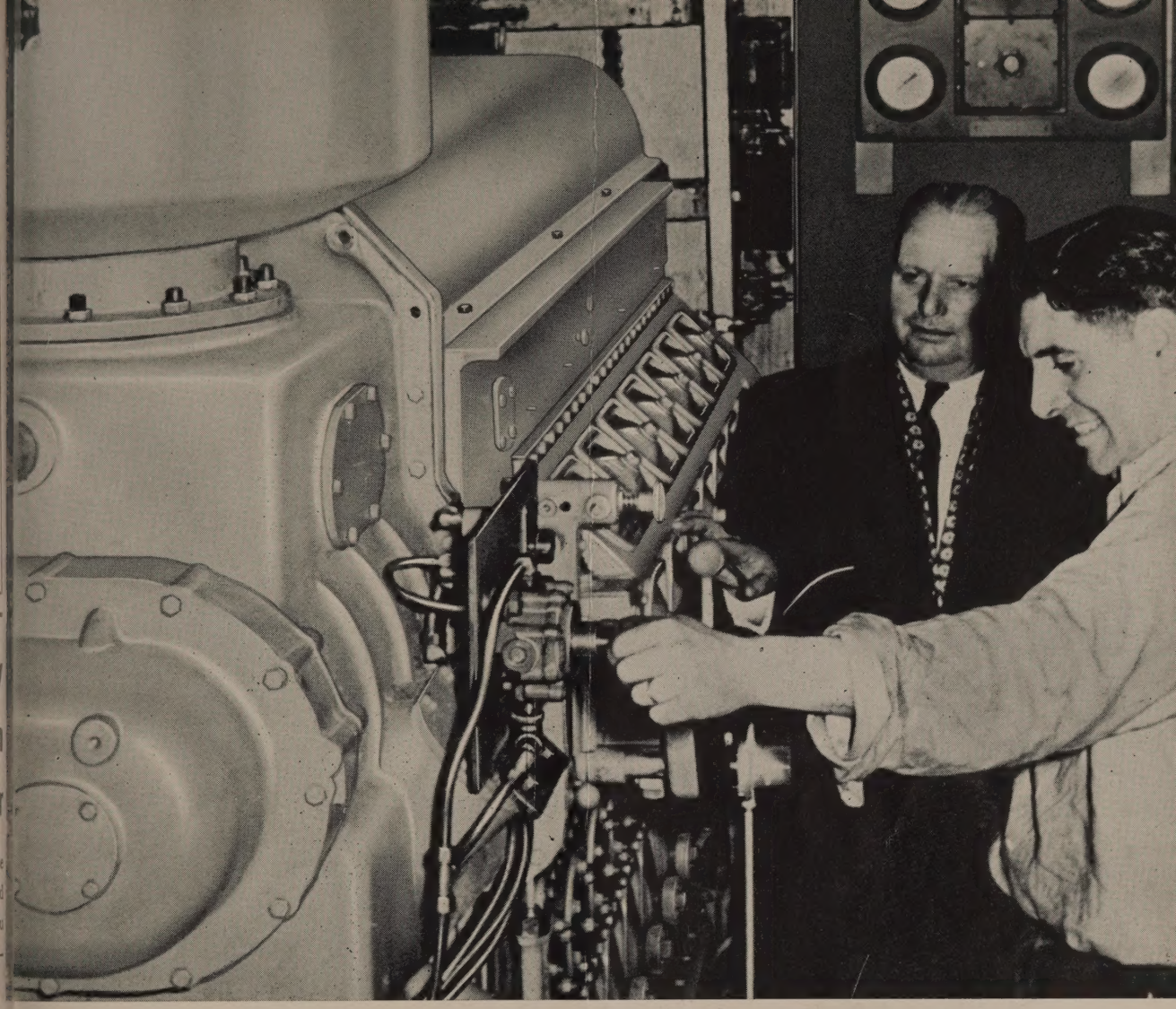

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